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Online this week



First drive review of VW's Golf R Estate

ON paper, a fast, functional and spacious estate could be the only car you'd ever need.

So the load-lugging version of VW's Golf R promises to be a real hit. It keeps the 296bhp 2.0-litre turbo and 4WD system from the hatch, but comes with a heavy dose of practicality.

And with a 155mph top speed and a 0-62mph time of 5.1 seconds, it promises to be seriously fast. Log on to see what we make of it as we deliver our definitive verdict.

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We're going bigger as the car industry heads the other way

Poblete



AE WELCOME to what we've christened Auto Express Model Year 2016. To borrow more from the car industry vernacular, we've made a few tweaks to our design language, given you more space inside and there's even more of the high-quality content that has helped us become Britain's favourite weekly car magazine – by some margin.

It's you who matters most to us and we've listened to your feedback on the magazine to give you exactly what you've asked for – a bigger, better Auto Express with the best journalism around. And as usual we'd love to hear what you think, so feel free to drop me a line at the E-mail address below, or via Twitter, Facebook or letter.

But while we're going bigger, the car industry continues to go smaller – downsizing is still all the rage, as our story on Skoda's baby Yeti (above) reveals.

It won't be long before every car maker has a small SUV on its roster, and every one of them has upmarket pretensions – whether justifiably or not. Improvements in quality and kit are welcome, but premium pricing for non-premium products isn't.

Which is why one car has caught my eye this week. We've had our first drive in the UK in the new SsangYong Tivoli. It's not the most fashionable of brands (and I'll leave you to decide on whether the looks are fashionable or not), but it's a car that has impressed for its quality and kit at a price that makes rivals look overpriced: £12,950 for a small SUV with alloys, air-con and other niceties, or £14,600 for one with even more kit and leather seats. Unlike some of SsangYong's other offerings, the Tivoli drives nicely, too. We've seen giant

improvements from Korean makers before, but not on this scale. SsangYong is a brand to keep a very close eye on.



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- **Exclusive images show bold baby that's set to join Skoda's SUV line-up**
- **High-riding car to be based on Fabia; SEAT and VW versions to follow**



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AE HAVE a flick through this week's Auto Express, or any issue from the past few years for that matter, and you'll notice a strong pattern in our pages. SUVs, and compact SUVs in particular, are everywhere – and it's easy to see why.

According to industry analysts, the global market for SUVs is predicted to account for 22 million cars a year by 2020, and every manufacturer (with the exception of some Italian and British supercar makers) is hell-bent on securing its slice.

Skoda's SUV strategy has been fairly subdued so far, with the Yeti its only offering since 2009 – but that's all about to change. Bosses are targeting an ambitious 1.5 million global sales by 2020 (around a 50 per cent increase on 2014), and more SUVs are seen as a cornerstone of the expansion plan.

So, along with a Yeti replacement (2017) and a new, flagship, seven-seater SUV (late 2015) – both of which you can read about on Page 10 – it's plotting a third member of the SUV family to sit below the Yeti. Our exclusive images show how it could look, while we could get our first official glimpse by the end of 2016, ahead of a 2017 launch.

In terms of rivals, you can take your pick. Direct competitors on price and dimensions will include the Nissan Juke, Peugeot 2008 and Renault Captur, but with Skoda no longer the budget brand it once was it has to see off a new wave of

affordable alternatives, too, such as the SsangYong Tivoli (driven on Page 34) and Suzuki Vitara. There's even a growing threat from the premium players, with Audi poised to launch the Q1 next year.

First things first: this as-yet-unnamed baby Yeti isn't Skoda's spin-off from VW's 2012 Taigun concept. That car was based on a stretched version of the VW up!'s New Small Family (NSF) platform, whereas this will use a shortened version of the MQB modular architecture – with all the technical benefits and economies of scale that brings. Of course, this being the VW Group, the Skoda will have sister cars from VW and SEAT to stretch the development costs.

VW's version – known as the Polo SUV – was previewed by the T-ROC concept at the 2014 Geneva Motor Show, and is also set to launch in 2017. SEAT has recently confirmed a three-pronged SUV strategy, with a Nissan Qashqai rival next year, this Juke rival in 2017 and a third, larger SUV by 2020.

In terms of size and shape, it's easier to think of the new Skoda as a Fabia SUV. In keeping with the brand's practical ethos, it'll be slightly larger than the Fabia, higher-riding and with a bigger boot and more headroom, but similar styling themes will

NEWCOMER
Set to launch in 2017, small SUV will sit below Yeti in Skoda's planned trio of high-riding models – part of brand's ambitious expansion plans



"In terms of size and shape, it's easier to think of car as a Fabia SUV. It'll share similar styling themes, too"

Skoda's baby Yeti

Top story

"Direct competitors on price and dimensions will include the Juke, 2008 and Captur"

EXCLUSIVE IMAGES

Poblete



Baby Yeti to join Skoda SUV boom

EXCLUSIVE New rival to Juke and 2008 set to lead bold expansion into SUV market

run through both cars. As our images show, the Fabia's chiselled bodywork, grille and silhouette will be replicated, but squared-off wheelarches, front and rear skid plates plus plastic cladding will elevate the styling from everyday hatch to something more rugged. However, there'll be no significant off-road ability to go with the looks, as the car's expected to be offered in front-wheel drive only. Skoda CEO Dr Winfried Vahland told us: "For a small SUV, Europe would work, China would not, Russia would not. But we're

studying the trends. We're open. If we go in that direction, it'll not be 4x4 but it'll keep the genes of a Skoda – high seating and roominess. But it must be affordable."

To keep costs down, pure-electric and hybrid versions are off the table, but the newcomer will be available with the Fabia's more powerful engines. That means a choice of 1.2 TSI or 1.4 and 1.6 TDI units. A GreenLine version should emit well below 100g/km of CO₂, while the sporty Monte Carlo trim level that's proven popular on the Citigo, Fabia and Yeti could be used again.

PAGE 10: Skoda's trio of new SUVs

RELATED
VW previewed its version – the T-ROC concept – at the 2014 Geneva Motor Show; it's set for 2017 launch



Skoda's plans for new



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EXCLUSIVE We reveal how brand is set to expand beyond all recognition with ex

AE SO just how does Skoda plan to go from a single SUV to a family of three in little more than two years?

Well, the beauty of the VW Group's flexible MQB architecture is that there's a pool of tried-and-tested components, electrical systems and factories poised for production – significantly cutting development time. All that's needed is a versatile approach. And as our exclusive images show, that's exactly what Skoda has as it tackles the SUV market on a number of fronts...



New Skoda Yeti

■ Next-generation car will form backbone of new range

BY the time the new, second-generation Yeti goes on sale in 2017, it should have both a smaller and a bigger brother. The likelihood is that the SUV will expand to press home the slight advantage in cabin space it already has over the Nissan Qashqai, and so give the smaller SUV some breathing room.

The current Yeti is available in standard and Outdoor versions, and we expect a similar range structure for the new car in order to maximise its appeal. Our exclusive image shows how the Outdoor version could look, with more durable underbody protection, plus cladding around the arches

and sills rather than colour-coded bodywork. With the smaller SUV likely to be offered in front-wheel drive only, the new Yeti will also have boosted off-road ability, including increased wading depth plus improved approach and departure angles.

Expect a more conservative styling approach than the quirky original, though. Strong creases, angular lights and a geometric grille will pull the Yeti into line with the rest of the range – unlike the current model, which sports a look all of its own.

The Yeti is already a crucial car for Skoda, especially in the UK, and that importance is

only set to grow. Since it arrived in 2009, Yeti sales have increased annually – from 4,357 in 2010 (its first full year on sale) to 11,005 in 2013 and 13,081 in 2014.

Last year, that total made it Skoda's third best-selling model behind the Octavia and Fabia (hatchback and estate sales combined for both), and meant the Yeti single-handedly accounted for nearly one in five Skodas sold.

Ambitions for the new model will clearly be even higher – after all, there's a long way to go before it catches the Nissan Qashqai, 49,909 of which found homes in 2014.



Christian Schulte

Automedica

4x4 family laid bare

...ing range of rugged new models

**EXCLUSIVE
IMAGES**



"Entry-level seven-seaters will undercut main rivals, with top-spec versions offering leather, nav and multi-zone climate control"

Skoda seven-seater ■ Flagship will be first to arrive ■ Will focus on space, luxury and value

SKODA has identified a big seven-seat SUV as its most pressing priority, which is why we'll see one first. Its debut at the Frankfurt Motor Show in September is confirmed, with sales starting in early 2016. The car will take on the likes of the Kia Sorento and Hyundai Santa Fe, plus upmarket rivals such as Land Rover's Discovery Sport.

As with the new Superb, it'll also use a version of the MQB platform stretched to the limit – the same as the US-focused VW CrossBlue SUV. It's known internally as

the A-Plus SUV, and its boxy design – as shown in our exclusive image – is focused on maximising space. For that reason, there'll be a pair of foldable seats in the boot and lots of head and legroom in the front two rows.

While the SUV will slot in above the brand's line-up of hatches, estate and soft-roaders, boss Dr Winfried Vahland has insisted it won't take Skoda into expensive new pricing territory. As a result, it should start from as little as £25,000. Entry-level models will undercut

main rivals, with top-spec Laurin & Klement versions offering leather, nav and multi-zone climate control.

Engine details are scarce. Due to the car's size it'll probably bypass the smaller 1.6-litre TDI, but it should inherit the economical yet fast 2.0 TDIs. Six and seven-speed DSG auto boxes should be optional, too.

The Snowman name widely reported on the Internet has been dismissed outright by Skoda bosses, but they admit the naming decision is still pending.

Milos Dvorak



But Citigo SUV is a no go

■ City car-based off-roader is now on the back burner

IT all made sense when we first saw the VW Taigun concept at the 2012 Sao Paulo Motor Show. VW was announcing that it'd build a tiny up!-based SUV for emerging markets and developed countries alike. As with the Citigo and Mii, it said there'd be Skoda and SEAT spin-offs to make the sums add up.

However, three years on, everything's gone quiet over this micro-SUV's prospects. VW, Skoda and SEAT may well be calling our bluff, but a source close to the Czech brand revealed that there was no sign of the new car in the 2020 product plan. The theories

on why the VW Group has gone cold on an idea that'd undoubtedly be popular are diverse, but as usual it comes down to cash.

Profit margins in small cars are far tighter than they are higher up the range, and the up!, Citigo and Mii project is rumoured to be returning less than the accountants would like. As a result, the Taigun and its offshoots are on the back burner until the spreadsheets start to look healthier. One way of doing that, we're told, could be to engineer lower-cost versions of the up!, Citigo and Mii for emerging markets. Watch this space.

EXCLUSIVE



Our images show evolutionary look of the next A4, which is set to make its world debut at the Frankfurt Motor Show in September

All-new Audi A4 is ready for action

Exclusive images show new look **Boss says it's more fun to drive**



Jack Rix
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AE THE all-new Audi A4 is signed off and ready for its world debut at September's Frankfurt Motor Show, and our exclusive main images show how it's set to look – but it's got its work cut out to make an impact in the compact executive class.

This market is brimming with fresh talent, including the new Jaguar XE, facelifted BMW 3 Series (set to be revealed next month with new three-cylinder engines) and Mercedes' C-Class, recently voted World Car of the Year.

Auto Express spoke exclusively with Audi's head of technical development, Dr Ulrich Hackenberg, who claimed the new A4 will take huge strides forward over the car it replaces. "The new VW Golf made a big step forward with its comfort and handling balance. In an Audi you need to go even further with both," said Hackenberg. "The new Q7 is the first car you can feel it, and the next A4 will be the same."

Traditionally, the A4 has trailed the 3 Series for driving involvement, favouring secure, predictable handling at the expense of fun. But Hackenberg says that won't be the case this time around. "The steering is a lot better, there's more feedback and there's less friction so the wheel returns smoothly to the centre," he told us. "The big step for

this car will be its driveability." Based on a smaller version of the steel and aluminium MLB platform that debuts on the new Q7 (driven in Issue 1,359), the A4 is expected to shed some serious weight. The Q7 is up to 325kg lighter than its predecessor, and while the drop will be less pronounced on the A4, a 100kg-plus weight saving is likely.

Combine this with redesigned multi-link suspension, optional adaptive dampers and a new nine-speed auto, and the A4 has a spec to back up Hackenberg's glowing report.

He opened up about the looks, too, saying: "The new design doesn't change the proportions. You know it's an A4, but the details are all modern." Our images show the gentle design evolution, with sharper lines, but the same basic silhouette as the current car. In fact, we know precisely how the new headlights will look, after a photo of the real thing undisguised (white car, above) was leaked on a Chinese blog site.

Engines will range from a 123bhp 1.4 TFSI petrol with cylinder shutdown tech to a 3.0 TDI diesel, with various 2.0 TDIs in between. A plug-in hybrid A4 e-tron will travel 30 miles on battery power alone, and call on a 187bhp 2.0 TDI when charge is low.

While the A4 saloon will come first, replacements for the Avant estate and Avant Allroad will follow in 2016, as will a new A5 coupé, A5 Sportback and A5 Convertible.



SPIED



EXCLUSIVE IMAGES





Christian Schulte



Sharper-driving exec on the road

YOU could be forgiven for thinking the car hidden under this psychedelic camouflage is the current A4. But according to Audi bosses, beneath the familiar outline will be a set of dazzling styling details and a new chassis that makes the compact exec sharper to drive one minute and more comfortable the next.

The new A4 will also get autonomous driving tech from the Q7 that can brake, accelerate and steer the car in a traffic jam, up to speeds of around 40mph.



RUGGED

Exclusive images give glimpse of new Prologue Allroad model set to star at Shanghai show

Striking Allroad set for show

AUDI is believed to be preparing to reveal a rugged Allroad concept at this week's Shanghai Motor Show, and our exclusive images give a glimpse of how it could look.

Like the Prologue Coupé and Prologue Avant concepts, seen at this year's LA and Geneva Motor Shows respectively, the car will point towards future jacked-up estates from the brand. It's expected to inherit an arcing roofline and chiselled bonnet

from those models, but adopt a more hardy image, thanks to the beefed up bumpers and plastic cladding on the front and rear ends, as well as side sills.

A wide-mouthed grille will feature, too, and this is expected to become trademark Audi DNA on all future models. Other defining features of the Allroad will be fixed roof rails, as well as front and rear scuff plates for greater off-road protection.



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Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (l/100km): Urban 41.5 (6.8), Extra Urban 62.8 (4.5), Combined 53.3 (5.3). CO₂ Emissions 124g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results. Finance subject to status. Retail sales only. *Subject to availability at participating dealers only on vehicles registered between 01/04/15 and 30/06/15. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Terms and conditions apply. Applicants must be 18 or over. Guarantee/Indemnity may be required. Volvo Car Credit RH1 1SR. **You will not own the vehicle until all payments are made.** The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase on vehicles ordered between 01/04/15 and 30/06/15. Services must be carried out at a Volvo Authorised Repairer. Retail offer only. Excludes fleet operators and business users. See volvocars.co.uk for full terms and conditions.

New Defender family warms up

■ **Exclusive images show 4x4**
■ **Sizzling SVR set to top range**



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■ **EXCLUSIVE IMAGES**



Our images show how LWB five-door and three-door versions of new Defender could look

Auto Bild/Avantari



HEAT IS ON SVR badge could be used on range-topping version of newcomer, to take fight to the AMG-tuned Mercedes G-Wagen

built on an aluminium chassis. This would give go-anywhere strength with less weight than from a traditional 4x4 steel chassis.

"When you see the new Defender, people will know it's worthy of carrying the badge," explained McGovern. "It will be able to do everything it says on the tin."

PAGE 48: Range Rover Sport SVR vs rivals

AE LAND Rover is planning to introduce an entire new family of Defenders, and design boss Gerry McGovern has hinted that a performance SVR version of the forthcoming 4x4 could also be on the cards.

Such a car would be developed by Jaguar Land Rover's newly formed Special Vehicle Operations (SVO) division, and would allow the brand to tap into demand in Russia and China for powerful and luxurious rugged off-roaders, currently dominated by the Mercedes G 63 AMG.

"The beauty of SVO is that it allows you to play. It lets you take vehicles and heighten their essence," McGovern told Auto Express. "We can do that with all of them, whether it's a Range Rover, Discovery or a Defender."

The first new Defender isn't expected to arrive until 2018, and it will spawn a family of at least three individual models. McGovern said: "The Defender is all about durability – that indestructible, durable vehicle which is what a family of Defenders would be."

Our exclusive images show how a long-wheelbase five-door model and a sportier three-door could look. What engines the family would be offered with is unclear, although the standard Defender is expected to be offered with four-cylinder turbocharged diesel and petrol engines and possibly a more powerful V6.

Whatever happens, the new Defender will continue Land Rover's recent move upmarket. "In its core form it can be something that can be quite elemental up to something incredibly luxurious," said McGovern.

Yet the car will remain a true off-roader. While exact details are still secret, the new Defender is likely to have an aluminium body

507bhp for 'base' Tesla Model S

TESLA has revealed a new entry-level Model S. The 70D replaces the rear-wheel-drive 60 and joins the P85D in the brand's growing four-wheel-drive saloon line-up.

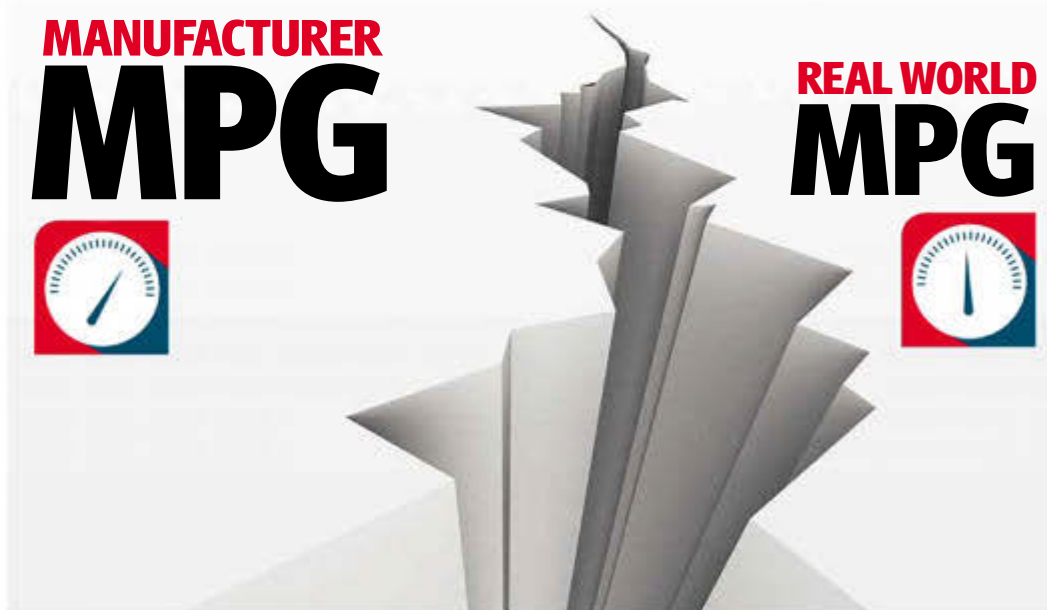
While the P85D has 682bhp at its disposal, the 70D makes do with 'just' 507bhp. That means the 0-62mph time rises from 3.2 seconds in the P85D to 5.2 seconds in the 70D, while the top speed falls from 155mph to 140mph. Range has also dropped from 300 miles to 275 miles, due to the 70D's smaller, 70kWh battery pack.

Prices start at £54,500 (after the £5,000 Government grant) and it comes as standard with Tesla's Autopilot software, which uses a series of cameras and sensors to automatically steer, accelerate and brake the car on motorways, as well as reading and obeying signs.



Gap between real-world mpg and makers' claims is growing

■ Manufacturers promising out-of-reach economy ■ Drivers getting 24 per cent less mpg



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AE THE gap between real-world economy figures and manufacturers' claims is increasing, according to recent research.

Emissions Analytics said the average difference between the actual mpg that drivers get on the roads and the figures published by makers is now 24 per cent – that's up from 19 per cent in 2012.

Based on data collected over the past three years, Emissions Analytics also found that the fuel usage motorists can expect from their new vehicles is hardly growing, with a variance of just 2mpg. This contradicts the official published results, which suggest the economy of new vehicles is better than ever.

Nick Molden, CEO of Emissions Analytics, said: "New vehicles did go through a phase of significant efficiency improvement, but new results suggest progress has stalled."

The efficiency gap is greatest for smaller-engined new vehicles and

OFFENDERS

Official economy claims on small cars have been found to be the most misleading, with a 36 per cent difference, while sports car and supercar makers provide the most accurate figures

particularly downsized drivetrains in larger cars. Sports cars and supercars actually provide more accurate official figures, as fuel efficiency is less of a priority for manufacturers.

It's smaller cars where you'll find the biggest gap – an average 36 per cent discrepancy – while eco models and hybrids are top offenders, too.

The EU is in the process of replacing the existing NEDC economy tests, which are no longer accurate, with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP). This is expected to replicate real-world conditions much more accurately. The new protocol is set to become mandatory across the EU in 2017.

However, Molden isn't convinced the updated regulations will completely close the gap. "Once manufacturers are able to fully appreciate the new test's parameters, it's entirely possible for them to optimise the vehicles to pass it with the best possible margins," he said.

Ford plans to extend Vignale range already

■ OFFICIAL



S-MAX Vignale could be joined by Kuga and Galaxy

FORD has confirmed that further upmarket Vignale models are in the pipeline – including range-topping luxury versions of the Kuga SUV and Galaxy MPV.

UK marketing director Anthony Ireson told us that if the new Mondeo Vignale and S-MAX Vignale sell well, additional models could join the range.

According to Ireson, the Kuga would be a logical next step. Last year, Ford launched a new range-topping Kuga Titanium X Sport on the basis that around 80 per cent of buyers were ordering the already luxurious Titanium models.

Any thoughts of luxurious Fiesta or Focus models were quashed, though, with Ireson insisting there are no plans to roll out the Vignale brand to the more mainstream family hatches. Instead, Ford will choose to target BMW and Audi in the mid-size SUV segment – and potentially Mercedes with a Galaxy Vignale at a later date.

The sub-brand will kick off later this year with the Mondeo Vignale. Offering buyers a unique ownership experience – including exclusive lounges and dedicated service managers – the Vignale badge will command a healthy premium over existing top-spec cars.

"Vignale will offer a unique experience, including lounges and a dedicated service manager"

New XC90 special is sitting pretty

VOLVO is taking its new XC90 further upmarket with a new Excellence edition. The model is set to be unveiled at next week's Shanghai Motor Show and adds a raft of extra kit.

The SUV's five rear seats are replaced with two individual massaging chairs – and there's more legroom, retractable touchscreens, folding tables plus a refrigerator with bottle and glass holders. There are also hand-made crystal glasses in the central rear console, a Bowers & Wilkins audio system with 19 speakers, extra leather trimmings, ambient lighting and noise-cancelling tyres. The special is unlikely to come to the UK, though.



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MG SUVs set sights on J

New crossover family taking shape for revitalised brand



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AE EVERY manufacturer wants a slice of the supermini-SUV market, and MG is no different. The Chinese-owned, UK-based brand has confirmed it will be launching a Nissan Juke rival in the not too distant future.

The car, due in 2017, is expected to take design cues from the radical Icon concept revealed at the 2012 Beijing Motor Show. That model featured clear styling links to the MGB GT of the sixties, but in a pumped-up crossover package, and was penned by Brit Tony Williams and his team at parent company SAIC's HQ in Shanghai.

Speaking exclusively to Auto Express, head of marketing Matthew Cheyne told us the SUV and crossover boom is something MG can't ignore. Before the new Juke rival arrives, though, the brand will launch the larger GS SUV next year. It's set to debut just after the Geneva Motor Show in March, and will be MG's first-ever entrant into the hotly contested compact SUV class – currently dominated by the Nissan Qashqai.

It'll measure up to compete against the larger offerings in the market, such as the Kia Sportage and Honda CR-V, and will likely be offered with 2.0-litre diesel or 1.8-litre petrol engines with two or four-wheel drive.

More importantly, though, the GS will use a new scalable SUV platform, meaning it could be scaled down for the Juke rival.

MG's new focus on SUVs has come at the expense of a new two-seater roadster. Since the demise of the MG TF in 2010, fans have been crying out for a new sports car harking back to the MGA, MGB, MGF and TF. Cheyne



told us that a new roadster would arrive in the future, but not for at least the next five years while the brand concentrates on more profitable sectors – like the SUV market.

He added that with China becoming more appreciative of sports cars, SAIC is warming to the idea of a new TF, but the car needs to appeal to global markets, not just the UK. The new baby crossover will form just one part of a considered product plan. By the end of 2020, MG will launch all-new versions of the MG3 and MG6 along with the two SUV crossovers.

But the UK won't be getting the VW Golf-rivalling MG5 hatchback, as the current MG6 s being repositioned. It has been downgraded to compete against the likes of the Ford Focus and Vauxhall Astra.

MG's explorative first step into the electric car market with the Dynamo has also hit the buffers. Bosses seem keen on offering a simple line-up of models powered by petrol and diesel engines rather than electric or plug-in hybrid tech while the brand is still in its early years of growth.

PAGE 40: First drive of facelifted MG6

OFFICIAL

DESIGN

MG Icon concept wowed 2012 Beijing Motor Show, and all-new SUV could share its radical design



Price is right for sub-£13k SsangYong Tivoli

SSANGYONG has revealed that its Tivoli compact crossover will start at a supermini-rivalling price of £12,950.

We drive the newcomer on UK roads for the first time on Page 34, and a petrol-powered SE kicks off the range. This offers cloth upholstery, 16-inch alloys, cruise control, adjustable steering (with Comfort, Normal and Sport settings), Bluetooth and seven airbags as standard. There's a 126bhp 1.6-litre petrol and a 1.6 diesel with 113bhp available (£1,250 more than the petrol) and a six-speed manual box.

EX spec, from £14,600, adds grey or beige leather seats, dual-zone climate control, a seven-inch colour touchscreen with a rear-view camera, heated front seats and a load cover. It also gets 18-inch alloys and foglamps, and has a six-speed auto box. This carries a £1,000 premium, while

four-wheel drive (only with the 1.6-litre diesel manual) is an additional £1,250.

Range-topping ELX models, however, can be had with a choice of two or four-wheel drive, petrol or diesel and manual or auto boxes. They get 18-inch diamond-cut alloys, keyless go, front and rear parking sensors, privacy glass, a rear spoiler, automatic headlights and sat-nav. Prices start at £16,000 and rise to £19,500.

In a bid to tempt Fiat 500 and DS 3 customers, SsangYong is also offering a 'My Tivoli' personalisation programme. Options include a Styling Pack for £400, which adds a contrasting roof combination, and a red leather interior package for £350.

All cars carry a five-year, unlimited mileage warranty, with first deliveries expected in June. Diesels arrive in August.

PAGE 34: First UK drive of new Tivoli

OFFICIAL



Supermini-SUV is set to rival the Nissan Juke, with its price providing big appeal

Juke and Qashqai



"Icon featured clear styling links to the MGB GT of the sixties, but in a pumped-up crossover package"

MG GS

GS hints at new Qashqai rival, which will be first MG SUV to arrive when it hits dealers next year

MG3

Current Fiesta rival will be replaced by new car with larger engine range; hot model is likely

MG6

Despite poor sales, MG6 will be replaced by an all-new model with a wider choice of engines

ROADSTER

TF replacement will arrive, but not before 2020. Expect front-engined, rear-wheel-drive layout



news in brief



Peugeot flips burger van with new design

PEUGEOT has revealed a new take on the classic food van. Set for this month's Milan Design Week, the Food Truck was created by Peugeot's Design Lab.

It's kitted out with two grilling plates, a deep fat fryer and four induction burners. Both parts of the Food Truck (above) have rear-hinged sections, so it can double in size and accommodate up to 30 people. It also boasts a 46-inch screen, sound system and DJ booth.

Shell joins Murray's city car revolution

GORDON Murray's T25 city car, first revealed back in 2010, has been given a new lease of life thanks to oil giant Shell.

In collaboration with ex-McLaren stylist Murray and former Honda Formula One engine designer Osamu Goto, Shell has revealed plans to build an "ultra-compact, efficient car for city use based around the internal combustion engine".

Initial drawings have revealed Murray's three-seat, rear-engined layout will remain, with a concept due in November.

New Brit supercar promises 1,020bhp

BRITISH supercar maker Ultima has introduced a raft of updates to its Evolution, which is now available as a coupé (below) or convertible.

Both act as replacements for the Ultima GTR and Ultima Can-Am, with a Chevrolet V8 drivetrain offering power outputs ranging from 350bhp to 1,020bhp. In total, 15 different states of tune are available to buyers.

The most extreme claims 0-62mph in 2.3 seconds and a 240mph top speed.



NEW LIMITS

Trucks can now travel at 60mph on dual carriageways and 50mph on single carriageways



Safety groups slam higher HGV limits

ROAD safety groups have criticised the UK's new higher speed limits for lorries. Heavy goods vehicles over 7.5 tonnes can now hit 50mph on single carriageways and 60mph on dual carriageways, rising from 40mph and 50mph respectively.

Gary Rae, campaigns manager for road safety charity Brake, believes it's

a dangerous move that will lead to more deaths and serious injuries, resulting in an extra cost to the British taxpayer.

He said: "The decision to increase HGV speed limits is short-sighted and runs against work to more effectively manage traffic speeds and reduce casualties on our roads." However, the Freight Transport

Association supported the move, and said previous limits set in the sixties were outdated now lorry tech has improved.

The new limits should also see drivers cut down on having to perform dangerous overtaking manoeuvres on slow-moving lorries on single-lane roads, which cause many accidents.

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Aston's next DB9 is shaping up

■ **Aston coupé caught on test**
■ **New DB11 due within a year**



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AE THINGS move fast at Aston Martin these days. Barely a month after new CEO Andy Palmer outlined his daring vision for the British brand, we brought you pictures of the DB9 successor out testing wearing current DB9 bodywork (Issue 1,364). And now our photographer has caught the real thing on public roads, giving us our first idea of how the new 2+2 GT will shape up.

At the Geneva Motor Show, Palmer emphasised that whatever niche future Astons fall into (crossovers, saloons or sports cars) they need to be the most beautiful cars on the road. That policy begins with the new DB9, expected to be badged DB11 when it arrives within the next 12 months.

Although our spy snapper only caught the car from the rear, it's clear the DB11 will sport classic proportions, albeit with more pronounced arches, a slimmer glasshouse

■ **SPIED**



Snatched shot confirms that DB9 successor has classic sports car proportions

CarPix



DB10 concept – James Bond's new car – hints at the styling of newcomer's front end

and lower roofline than its predecessor. The soft curves and low-set grille of James Bond's next car – the DB10 concept – give an idea how the front will look.

The DB11 is believed to be based on an updated version of the current Vanquish's bonded-aluminium VH architecture, and from researching this prototype's number plate, we know it still has a 6.0-litre V12. Whether the marque will make use of its technical joint venture with Mercedes by offering the car with a 4.0-litre twin-turbo AMG-sourced V8 as well remains to be seen.

A more aggressively styled V8 Vantage successor will follow close behind the DB11, along with replacements for the Rapide and Vanquish. A five-door all-electric production version of the DBX concept is expected in 2017, while a 1,000bhp pure-electric Rapide could also launch within three years.

First test mule of new Rolls SUV wings in

RATHER than wait for Auto Express's spy photographers to snap its forthcoming SUV out on public roads, Rolls-Royce has released a set of pictures of a test mule.

The car – known internally as Project Cullinan – was first confirmed for production back in mid-February, and won't reach showrooms until 2017 at the earliest.

In an official release, Rolls-Royce confirmed: "The mule rides on the first iteration of an all-new suspension that will assist Rolls-Royce engineers in developing a final all-wheel-drive system."

The company adds that it's set itself a challenge to build a car "that delivers Rolls-Royce's hallmark 'magic-carpet' ride not only on the road, but off-road, too".

From here, Rolls will test the suspension "across all types of international road

surface specifications at test facilities, as well as on public roads. Test surfaces will include; Belgian Pavé, cobblestones, corrugated concrete, noise-development and measurement surfaces, resonance road and acceleration bumps".

Although the final car will sit on a new all-aluminium architecture, this mule is based on a shortened Phantom Series II body – telling us something about the SUV's basic dimensions. It's a fair assumption that the newcomer will feature a wheelbase shorter than the Phantom's 3,570mm, but the extra clearance between the wheels and arches shows it will be much higher-riding.

And purists needn't worry about the huge rear spoiler. It's believed the wing is there to help mimic the extra drag created by the SUV's taller, more slab-sided design.



REVEALED
Official 'spy' shots show how Rolls is developing high-riding new model



SMMT issues blueprint to keep car industry buoyant

■ **New three-point plan for next Government revealed by SMMT**



Wearside-built Qashqai has been a big hit for UK car industry

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THE UK car industry has laid out its three-point plan that it wants the incoming Government to implement to ensure continued growth.

It follows record new car registration figures for March, which hit almost half a million. The figure of 492,774 marked the 37th month of consecutive growth and was the best month since the introduction of the biannual plate change in 1999.

Now the Society of Motor Manufacturers and Traders (SMMT) has set out the three points (opposite) that it wants any incoming Government to carry out to keep this up.

Mike Hawes, SMMT chief executive, said: "The challenge for a new Government and industry will be to maintain this momentum and to strengthen Britain's manufacturing capabilities through continued investment, innovation and policies which maintain our global competitiveness.

"Whatever the General Election result, the new Government must keep up the

March's best-sellers

Make/model	Sales
1 Ford Fiesta	27,034
2 Vauxhall Corsa	19,391
3 Ford Focus	15,442
4 Nissan Qashqai	12,210
5 Volkswagen Golf	11,871
6 Volkswagen Polo	10,038
7 Vauxhall Astra	9,617
8 Audi A3	9,101
9 Mercedes C-Class	8,755
10 Fiat 500	8,662

commitment to the sector which is delivering at home and abroad."

No matter which party comes in to Government, consultancy firm KPMG believes that the figures are likely to continue growing for some time yet.

"The only way there is likely to be a slowdown is if interest rates increase or the pound depreciates," spokesman John Leech told us. "Consumer confidence is effectively in negative. As it continues

3-POINT PLAN

1. Industrial strategy

CONTINUED delivery of the Automotive Sector Strategy through the Automotive Council will be essential in developing the supply chain, skills, technology and business environment to assure global competitiveness.

2. Innovation/investment

INCREASING the rate of research and development tax credit and bolstering funding for long-term initiatives such as the Advanced Propulsion Centre will help UK manufacturers. Investment in skills will ensure the UK workforce has the capabilities to develop the next generation of tech.

3. Europe

EU membership is key for the UK auto industry; competitiveness is dependent on single market access, international trade agreements, funding for innovation and free movement of labour. SMMT members want to see EU reform, with more emphasis on competitiveness and better regulation, but believe membership is best for business.

to build, I can't see why sales wouldn't continue to build. It might plateau in 2016, but we have no idea exactly when this might happen."

The top 10 best-selling cars for March remained largely unchanged, with the Ford Fiesta leading the way followed by the Vauxhall Corsa in second. Other winners in March included Jeep, with sales up 396 per cent, from 441 in March 2014 to 2,190 this year.



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Video watch

AT autoexpress.co.uk/videos this week, we have a track battle between two hot SUVs, and test an autobraking HGV.

Range Rover Sport SVR vs Cayenne



THE SVR is the first high-performance model from Jaguar Land Rover's new Special Vehicle Operations division. But does a raft of tweaks really put the 'sport' into the Range Rover Sport? Find out in our road test on Page 48. Then log on to see the 542bhp SVR take on Porsche's 512bhp Cayenne Turbo in a thrilling track battle presented by our new resident race driver, Steve Sutcliffe.

Amazing 44-tonne autobraking truck



IMAGINE you're crawling along in motorway traffic. A 44-tonne HGV is bearing down on you at 50mph. The driver has fallen asleep and is about to crash into you. What happens next? Well, that depends on whether the truck is fitted with autobraking. Join us as we experience this life-saving tech in a truck for the first time.

You can watch any of our videos on your phone. Simply scan this QR code.



Lib Dems' £100m low-CO₂ prize

THE first manufacturer to produce a low-emission vehicle that makes it into the top five best-selling UK cars would receive a taxpayer-funded £100million prize under a Liberal Democrat Government.

Deputy PM Nick Clegg unveiled the plans on his campaign trail as part of the wider party strategy to ban all petrol and diesel cars from the nation's roads by 2040.

To break into the top five, the model would need to sell around 60,000 examples a year and emit less than 75g/km of CO₂.

Clegg said: "Our prize fund will spark a low-emission car revolution in Britain and help to build a stronger, greener economy."



Clegg launches £100m prize plan for makers getting low-CO₂ car into sales top five

A leap forward in reverse parking.



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How do you park in a space you can't even see? Trust the new Ford Focus. It can find even the most elusive spot, then assist you to park in it, whether it's parallel or even reverse parking. Just one of the many ways that the new Ford Focus can help you go further. ford.co.uk/newfocus

Official fuel consumption figures in mpg (l/100km) for the New Ford Focus range: urban 32.2-74.3 (8.8-3.8), extra urban 49.6-91.1 (5.7-3.1), combined 41.5-83.1 (6.8-3.4). Official CO₂ emissions 159-88g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

Active Park Assist is standard on Titanium X and available as an optional extra on Zetec, Zetec S and Titanium.



Go Further



David says Ford should pay for Focus glitch as it's a design fault

Driver demands action on Focus 'design fault'

■ **CASE STUDY** Reader wants Ford to foot £500-plus bill, even though estate's warranty expired in 2010

AE Joe Finnerty

OUT of warranty, out of luck is how most owners feel when something goes wrong with their car. Ford Focus owner David Lane-Cole, from Edenbridge, Kent, didn't think this was fair, though. He was adamant a £500-plus repair bill for a new computer module should be paid for – at least in part – by Ford even though his warranty had expired five years ago.

David's Focus first started developing strange faults when the remote central locking failed. This was followed by the windscreen wipers stopping randomly and the alarm going off when the heated screens were switched on and off.

He took the car to an electrical specialist, who diagnosed that the area below the fuse box had water in it, caused by condensation dripping off the air-con pipes. This resulted in the computer module being corroded.

"The cost for repair is nearly £500 for the part, plus Ford's charge to fit and programme the car," David said. "This appeared to be a design fault – I spoke to a couple of dealers who said they'd done this repair before."

Ford UK told David as his Focus was a 57-plate car and had been serviced outside the network, it wouldn't pay out.

He wasn't happy and contacted us, saying: "I've been sent a good number of

CORROSION

Diagnosis found dripping from air-con pipes had caused corrosion, and meant various electric systems didn't function



"David's Ford Focus first started developing strange faults when the remote central locking failed"

E-mails from people who'd all suffered the same problems on the Focus and all incurred the large repair bill – owners should be made aware of the situation."

We thought that Ford should have considered paying out as it was a recurring problem and therefore it pointed to a fault with how the car was built and designed.

However, a Ford spokesman said: "A vehicle of this age – 85 months – owned and driven by someone else for its first 45,000 miles has an unknown history. Ford dealers have been able to quote for the work required, but Ford customer care cannot add anything further in this instance."



Chris Ebbs

New car sales boom is fantastic news for British industry, but can it last?

AE MARCH marked another record month for new car registrations. Not only was it the 37th consecutive month of growth, but with nearly half a million cars registered, it was the best month of this century, and the best month since the 1999 move to the biannual plate change.

It's clear that a combination of factors is working for manufacturers and customers alike. The vast array of new cars and the selection this brings means that more and more of us are able to find exactly what we want in a new model, without compromise.

And at the same time, car makers have some incredibly tempting offers, whether it's zero per cent finance, deposit contributions or cash discounts – so getting the right deal has never been easier.

Not only is this a good news story for the industry as a whole, but it all helps to grow and strengthen British industry further – whether that's manufacturers or parts suppliers.

Despite all the positivity attached to this, surely there is a point where this growth can no longer continue and at some point must slow or drop off entirely? It's how the industry reacts to this that will be really telling.

And while the numbers may look great, we should remember that the term 'registrations' doesn't necessarily mean sales. These could be cars registered to dealers to be used as ex-demos or kept back to sell off at a lower price some months later.

This is great news for canny buyers who can get a great deal, but it can lead to problems for manufacturers and dealers as they struggle to shift stock. So, it's good news for now, with a small word of warning.

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"It's how the industry reacts to the potential slowing of growth that will be really telling"

Eight-week-old Q7 caught fire when owner was in traffic



Owner's rage as new car goes up in smoke

■ **Eight-week-old Q7 bursts into flames and leaves Audi stumped**

Chris Ebbs

MOST of us will have had problems with our car at some point, but few can say they've ever encountered it catching fire.

However, that's exactly what happened to Oruc Dinc, from south London. He'd only owned his new Audi Q7 for eight weeks when he was driving in traffic and suddenly smelt burning.

"As soon as it started to smell, I pulled over. That's when I noticed that it was on fire," Oruc told us. "I was scared that it would blow up."

The car was taken away by Audi so that its team in Germany could investigate the problem and try to find the cause of the fire. And despite being given a smaller A3 courtesy car, Oruc was still meeting his monthly repayments on the Q7.

"I've been talking with them every three days. The customer care has been rubbish," he said.

We spoke to Audi about the issue, and subsequent delay in getting a resolution. A spokesman told us that its team couldn't find the cause of the problem, adding: "The forensic investigation also confirmed that there is no evidence to suggest that a manufacturing defect was to blame."

Audi offered to replace the vehicle, but Oruc refused. "We have agreed to reimburse him for the full amount paid for the vehicle and any outstanding or backdated costs," the spokesman added.



INSURANCE INSIDER

Graeme Trudgill

Executive Director at British Insurance Brokers' Association (www.biba.org.uk)

■ **FOR my first column, I wanted to highlight the topical issue of protected no-claims discount (PNCD). The Government has just spent the last three years investigating motor insurance, particularly PNCD, only to deduce that customers really like it.**

Our brokers tell us customers are very protective of their hard-earned bonus, so much so that 64 per cent of them choose to pay a little more to protect it.

The issue is ensuring motorists understand how it works and how their premium can still increase if they have a claim. Protection can cost around 5-10 per cent of your premium and usually gives you two 'lives' to claim and preserve your 60 per cent discount. If you hadn't protected it, the bonus could be zero following two claims, and it can take four years to build back to 60 per cent, too.

Even if you protect a no-claims discount, your premium can increase, due to the heightened rating for a driver with a poor claims history. The thing is, it would have been a lot worse if you hadn't protected it.

Speak to your insurance broker or provider and find out what PNCD costs, how many 'lives' you have and if it can even be guaranteed completely. It's a competitive market, so choose carefully.

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal
AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct: 0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections
AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history
HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 09003 401100 (p)
RAC: 09003 444999 (p)

Problems with dealers
Motor Codes: 0800 692 0825
RMIF: 0845 839 9205 (m)
Scottish Motor Trade Association: 0131 331 5510
Problems with makers
Motor Codes: 0800 692 0825

Financial problems
Financial Ombudsman: 0800 023 4567
Safety concerns/recalls
Vehicle and Operator Services Agency (VOSA): 0117 954 3300



Inbox What do you think?

Contact **Chris Ebbs**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

HOT TOPIC New Jaguar XF revealed

FROM: LostGear IT'S a decent-looking car, by which I mean a decent-looking front captured by the XE. However, the rear portion is awkward. The light signature is similar to the F-Type's, which is no bad thing, but it looks like the front of one car has been bolted to the back of another.

FROM: JJ LOOKS good to me. Design evolution is what the Germans prefer, and it seems to be Jaguar's aim, too. There are plenty of big-change manufacturers about and there's room for both approaches. Neither is right or wrong, just choose one and pray!



NEW LOOK
Jaguar's Mk2 XF has been revealed, but readers can't make up their mind about its styling

Join the debate at www.autoexpress.co.uk

■ "It's just a bigger version of the XE. Come on, Jaguar, I was expecting something slightly different from the new XF." **rau**

■ "Wow! This Jaguar XF is the ultimate car. If the claimed numbers are anything to go by, it's definitely a winner." **KA**

■ "The Mk1 XF was so far from anything else in its class it stood out, but the Mk2 has been pushed into the mainstream." **Jag Driver**

Pothole signs are a real waste of money

FROM: John Sykes THE idea of signage for potholes (Inbox, Issue 1,361) would cost money that could be used for repairs. A cheaper solution would be to mark all potholes immediately with wear-resistant paint to warn motorists and remind councils to get them fixed.

Edge SUV would be a big hit in the UK

FROM: John Clarke I READ in Issue 1,356 that Ford is planning to bring the Edge here, and I think it stands a good chance of being a success. Let's hope Ford brings the Explorer here, too. I drove this while in the US. It could be Range Rover rival for luxury, but at a fraction of the price.

Ex-cops are perfect driving instructors

FROM: Ken Pike AFTER Issue 1,357's feature on XCOPS – current or former police officers providing driving tuition – I decided to have an assessment. I found it invaluable having just retired, aged 70, as an HGV driver. I wanted to check my skills were still good, and I passed! I'd recommend it to drivers of all ages.

Pollution to increase with 20mph zones

FROM: G Sailes CITIES are rushing to install 20mph zones, but what happens to pollution? Engines work best at a certain rpm, and it's not at 20mph. The average speed will be less than this, too, so pollution from exhausts will go through the roof. Maybe vehicle deaths will be cut, but deaths from pollution will go up.

Useful Contacts



Pete Gibson



HEROE

**Joe Finnerty**

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AE IF your car breaks down in your neighbourhood, who you gonna call? Not Ghostbusters, but your very own team of experts battling to keep you on the move.

The men and women working for the various breakdown companies operating in the UK can tackle everything from a flat battery to an overheating engine or punctured tyre. And they're armed and ready – the vans and trucks patrolling our road network might not be as glamorous as the Ghostbusters' Ecto-1, but they're just as well stocked, with tools and gear for every eventuality.

Data from our Driver Power 2014 satisfaction survey shows 94 per cent of us has breakdown cover, even though only a third of us use it. You might wonder, therefore, what these superheroes of our roads get up to on a daily basis, and where your money is going.

We dug out our hi-vis jacket and joined RAC patrolman Crackers Patel for a shift on his busy north London patch, covering around 11 miles from the M25 to St John's Wood. Crackers, a RAC veteran of 30 years, attends around 2,000 breakdowns a year, with up to 10 jobs a shift, and admits he never knows where he'll be from one hour to the next. "Not all cars and not all customers are the same," he says. "You don't know what you're walking into and you never know what the day will bring."

Within minutes of our shift starting we've got our first job. It flashes up on the on-board computer, sent direct from the West Midlands command centre that controls the RAC's fleet. The company uses historical data to deploy more vans on the busiest days – like when a big event is happening in an area, if a cold snap is due or on a Bank Holiday. For each job, details such as the member's name, the type of car, location and a contact number are sent to

"The RAC uses historical data to deploy more vans on the busiest days, such as a bank holiday"



Veteran RAC patrolman Crackers Patel says every day on the job is different; he's sent jobs through his on-board computer, direct from the RAC's West Midlands command centre

the driver's screen, along with a brief overview of the type of problem to expect on arrival.

We accept our first job via the touchscreen and call the customer to advise we're on our way and give him an estimated time. The RAC averages a 31-minute response time and Crackers assures us we'll be well ahead of that, even in busy rush hour traffic.

It's important, Crackers tells us, to call and reassure people if you're going to be longer than anticipated. "Some people want you there straight away, but you've got to prioritise. People feel so vulnerable – they've spent £20,000 on a car, but don't know what to do or how to do it, so they get panicked," he explains. "The most sensible person





WHAT'S IN THE VAN?

RAC patrolman Crackers Patel has been through his fair share of different vans over the years, and the latest is a tight squeeze for all his gear. Patrols carry more than 500 parts and tools, and the back of Crackers' van is packed with stuff – but one of the cheapest and most important items he carries is his little black book of contacts. In it are business cards of people in the area he's dealt with before and can call on for help. "If you need something doing and have a number, it's so much quicker," he explains.

Batteries, cables, coolant and socket set all fit in back of VW Caddy. He's also got a trolley jack, current clamp, remote key fob checker, fuel cans and an air compressor



S OF THE ROAD

DAY IN THE LIFE OF A BREAKDOWN PATROL

No two shifts are the same for the UK's breakdown operators. We hit the road with one of the RAC's most experienced patrols to find out what it takes to keep drivers moving



can get agitated at the roadside.” As predicted, we arrive within the 30 minutes and, fortunately, the stricken car – a Mercedes B-Class with a flat battery – is parked in a drive. That means there’s no difficulty in stopping and risking a parking ticket – something that’s a constant battle for Crackers and his colleagues. “I was changing a flat tyre near Victoria station and a traffic warden told me I had to move immediately or I’d get a ticket,” he recalls. “I had to pack up, drive around the one-way system and come back to the car to finish the job. It caused a bigger hold-up than just letting me change it, which would’ve taken minutes.”

With the van parked and the problem identified, Crackers explains why the personal touch can be so valuable when dealing with a call-out: “It’s about building a rapport with people. These days everybody is in and out, but I try to make the effort. It’s a competitive business and we want return customers. It’s about doing that extra bit.”

Such is Crackers’ success, those he’s helped often contact him directly if they break down again, while others who come unstuck in his road will knock at his door when they see his bright orange van outside his house. Crackers admits it’s something of a local “landmark”.

After we’ve recharged the battery at our first job, we continue our shift and pick up three more calls with different problems (see panel, right). Each is dealt with in the same way and all sorted within a short period.

The RAC assisted 2.3 million breakdowns in 2014 and repairs on average one car every 17 seconds across the UK. Four out of five are sorted out at the roadside and Crackers explains his role is to get cars moving if possible: “There are some faults where you can get it going; others you start it going temporarily to get the car to the garage.”

And while Crackers never knows what jobs he’ll get, the season and weather can dictate to some degree. He says: “Winter jobs are normally shorter – you get more non-starters – but in the summer you get overheating which can cause more catastrophic problems like clutch failure.”

“Self-inflicted problems are the worst, though – for example if the driver has left the lights on or locked their keys in the car. They know it’s their fault. Misfuelling is another – people will often deny it.”

After 30 years in the job, former Peugeot mechanic Crackers has knowledge on how to fix most problems, even with increasingly sophisticated engines and electronics. His role at the RAC has now been expanded to teach the next generation, and if he does come unstuck, he can always consult the RAC database, which is updated constantly while he’s on the move.

As our stint in the van comes to an end, Crackers still has a few hours left on his shift, and a few more people to get moving again. The role of a patrolman, Crackers says, is as much about these people as it is the car: “It’s not always about fixing the car, but fixing the situation and the person. I like to leave a little ray of sunshine.”

“The RAC assisted 2.3 million breakdowns in 2014 and repairs on average one car every 17 seconds”

HI-TECH Despite the increasing use of complicated in-car tech, Crackers can usually locate the cause of problems via the on-board diagnostics



ALL IN A DAY’S WORK: THE JOBS WE TACKLED



FLAT BATTERY: Mercedes B-Class

THE first callout is to Ashok Dhawan and his B-Class that won’t start – our on-screen advice suggests it’s probably a flat battery. We arrive, park up and plug cables and wires into the car to check the current. The car hasn’t been used for 10 days and sure enough it’s a flat battery. Once it’s plugged into the RAC van, the car fires up and Ashok is advised to keep it running to charge it fully. While there, we check the oil and water, too. Ashok says: “They always over-deliver and that’s why I’m with the RAC.”



ENGINE WARNING LIGHTS: MINI Cooper

AFTER a short wait while we patrol the streets, another call comes in from an estate agent. One of its drivers reported warning lights on their way to work and a loss of power. We head over and find the car parked in the office lot. Crackers turns on the engine, but there are no lights on the dash so he plugs in his computer to the on-board diagnostics. It reveals an intermittent fault on the turbo sensor. The car is safe to drive, but Crackers advises the owner to take it to a garage to get it checked out.



FLAT TYRE: Honda CR-V

WHILE we’re on the previous job, another call comes in. This time it’s a flat tyre on a Honda CR-V outside a dentist surgery. When we arrive, owner Punit Shah comes out and hands us the locking wheel nut tools and unlocks the spare tyre. He heads back into work and Crackers gets on with the job. The oil and water are checked and the tyre replaced in time for Punit to head for lunch. He tells us: “I’ve been a member since 2009 and called them several times. Today is perfect: I’m ready to go and he’s finished, too.”



BURST TYRE: Citroen C4 Picasso

OUR final job is the toughest yet. We get the call that mother-of-two Karen Furey is stranded on the high street after blowing a tyre. We weave our way across our patch and, as luck would have it, find a space directly behind Karen’s car. She tried to park, but caught the kerb and put a hole through her left front. With the car close to the pavement, Crackers manages to jack the car up and fit her space-saver. Karen is ready to go again, but has limits on how far and fast she can drive on the temporary spare.





THE ŠKODA OCTAVIA HAS STILL GOT IT.

WhatCar? Family Car of the Year. Again.



The ŠKODA Octavia still has the largest boot of any family car. It still has advanced technology as standard. And it still starts at a price that's lower than you'd expect. That's why it's no surprise the Octavia is still WhatCar's Family car of the year.

skoda.co.uk/whatcar



Model shown is ŠKODA Octavia vRS 2.0TSI 220PS manual at £24,100 OTR, with optional Race Blue metallic paint at £360, black design pack at £150, park assist at £590, sunroof at £850 and adaptive cruise control (ACC) at £765. Total OTR price of model shown is £26,815.

Official fuel consumption in mpg (litres/100km) for the ŠKODA Octavia Range: Urban 34.9 (8.1) - 74.3 (3.8), Extra Urban 52.3 (5.4) - 94.2 (3.0), Combined 44.1 (6.4) - 88.3 (3.2). CO₂ emissions for the ŠKODA Octavia Range: 149-85g/km. Standard EU test figures for comparative purposes and may not reflect real driving results.

OUR FRIENDS SCALEXTRIC

Ever wanted to race alongside Formula One stars? Our man's dream comes true as he does exactly that – albeit on a slightly smaller scale



Stephen Errity

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AE THIS is shaping up to be quite a race. On the grid are 1996 Formula One world champion Damon Hill, grand prix winner Johnny Herbert, ex-F1 tester (and current World Endurance Championship star) Anthony Davidson and the vastly experienced racer Martin Brundle. It's a line-up that would give many a professional driver pause for thought. And I'm about to take them on – tackling some of motorsport's most iconic corners in the process.

Granted, my track record isn't quite as impressive as the opposition (a few wonky stag night karting trophies is about the extent of it), but I'm confident – particularly as the track is made of plastic, the cars are powered by electric motors, not powerful, turbo V6s, and measure only a few inches long.

Yes, this is Scalextric slot-car racing, not the real thing – but it's far from child's play. Sky Sports Formula One commentator Brundle has designed a challenging layout incorporating some of the sport's most renowned corners (see panel, below), and even though three of my four opponents officially retired from competitive driving many years ago, the edge never really goes away, and the intense practice laps are already underway by the time I arrive.

Despite the greatly reduced scale (and risk) of this race compared to an actual grand prix, there's a lot in common between driving a real F1 car and its Scalextric equivalent. Of course, you have to slow down for the corners – but not so much that you lose time to your opponents – then accelerate smoothly and progressively out of them. Just as in the real world, getting impatient and frustrated will probably end up in a trip to the gravel here, too, so staying calm and focused is of paramount importance. Good hand-eye coordination and a progressive trigger finger are also vital.

As the start approaches, the racers' dormant competitive streak begins to shine through. The track is hooked up to an iPad displaying lap times and gaps, so there's no hiding from the stopwatch. Plus, this race will be scored just like the real thing. With only two cars able to run at a time, the format is head-to-head heats, and my first opponent is the track designer himself – Brundle.

Things get off to a controversial start when Sky's man crashes at the first corner, impeding

"As the start approaches, the racers' dormant competitive streak begins to shine through"



Our man Errity mixes it with racing legends on the lap-time leaderboard, chalking up 27.4 seconds

my progress, but the 'marshals' have soon sorted out the chaos and we're off once again. Brundle is chatting away, giving his thoughts on the current F1 season, but there's no doubt that one eye remains firmly fixed on the track. All the F1 'old boys' have posted lap times in the 22-second range, but these are not the type to rest on their laurels. "There's definitely a 21 in this track," he says determinedly.

After a few laps, Brundle has built up a bit of a cushion, but he's still not happy and decides to swap cars, Formula E-style, in a bid to knock off a few more tenths. In the end, there's no catching the 1990 Le Mans 24 Hours winner and veteran of 165 grands prix, and I have to concede the victory. My lap time of 27.4 seconds isn't too bad for a first-timer, though, and I take my place on the leaderboard just behind the F1 'elder statesmen'.

My race may be over, and both Damon Hill and Johnny Herbert have to head on to other appointments, but Brundle and Davidson are still there, setting up the cars for another grudge match.

BRUNDLE'S ULTIMATE TRACK

THE Martin Brundle-designed track incorporates replicas of iconic corners from all 20 current F1 circuits, including the tight first chicane at Monza, Monaco's glamorous Casino Square, Silverstone's Copse and Montreal's infamous 'Wall of Champions'.

Running for 45 metres, the circuit is built out of 177 pieces of standard Scalextric track, has 350 electrical joints and is powered by a single 12V transformer. It took five people two weeks to create, from conception to completion, and is twice as big as the layouts Scalextric normally builds.

The completed track layout covers a huge area of 81 square metres, although that's not quite as big as the world-record-setting three-mile-long slot-car track constructed at Brooklands, Surrey, in 2009.



DREAM TEAM (from left)
Davidson, Brundle, Hill and Herbert
have won countless races between
them, but our man Errity fancied his
chances on vast track at Sky Sports HQ



RACE IS ON

Track designer and former Le Mans 24 Hours champ Martin Brundle squares up with our man, whose pre-race studying of the iconic corners wasn't enough to earn a victory





Ford Grand C-MAX

Performance

0-62mph/top speed
9.8 seconds/125mph



Running costs

61.4mpg (official)
£68 fill-up



FIRST DRIVE Mid-life facelift aims to keep great-driving seven-seat MPV in contention



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AE THE Ford C-MAX and Grand C-MAX have long been the MPVs other makers use as benchmarks for driving dynamics when engineering their own mid-size people movers. However, after BMW's arrival into this class with the 2 Series Active Tourer, can a mid-life revamp keep the five and seven-seaters feeling fresh and sharp to drive?

Changes to the exterior are mild, with new head and tail-lights, a refreshed Mondeo-style grille and updated foglamps. There's a sharper crease down the side and some new alloy wheel designs, but the body remains largely the same.

Inside a marked step up in quality is evident, and all cars get a similar dash layout to the one in the new Focus. It's much more intuitive, and higher-spec models add Ford's SYNC2 touchscreen – with nav as an option. Ford reckons

54 per cent of UK buyers will go for the entry-level Zetec, with the remainder split between mid-spec Titanium (34 per cent) and range-topping Titanium X (12 per cent).

All trim levels have extra standard kit, with each model now getting 16-inch alloys, hill-start assist and tyre pressure monitoring. Ford's clever MyKey tech also features, allowing owners to limit the car's top speed or the volume of the radio or when they lend someone the spare key. That's all in addition to the DAB radio, electric front windows and heated windscreen carried over from the previous-generation Zetec.

Our Grand C-MAX Titanium adds automatic lights and wipers, dual-zone climate control and bigger alloys. Keyless start, cruise control and that SYNC2 system are also included,

while flagship Titanium X cars add flashes of leather, a panoramic roof and adaptive xenon headlamps. Ford expects the 118bhp 1.5-litre TDCi to be the big seller in the UK, but our car had the larger 148bhp 2.0-litre engine, with a six-speed manual box.

The extra power brings a welcome boost in torque (400Nm versus 270Nm), but it'll set you back an additional £1,500 and it's not available on the basic Zetec trim. Power delivery is smooth, refinement is excellent and, providing you stay in the powerband, there's enough muscle for safe overtaking.

In corners, the Grand C-MAX continues to handle with far more poise than a seven-seat MPV ought to, and the five-seater version is better still. Understandably, there's more roll than in the smaller

"In corners the Grand C-MAX continues to handle with far more poise than a seven-seat MPV ought to"



Verdict on new Mk5 version of the original seven-seater MPV.

We load up van-based people carrier, which has room for up to eight.

Raft of tweaks, plus £3k price cut, aim to make family car a contender.

Behind wheel of hot top-spec Grand Slam version of baby Vauxhall.



NEED TO KNOW

As before, Ford also offers a more stylish (but less practical) five-seater C-MAX. It costs £1,600 less and will be slightly cheaper to run

Essentials

Ford Grand C-MAX 2.0 TDCi Titanium

Price:	£24,495
Engine:	2.0-litre 4cyl diesel
Power:	148bhp
Torque:	400Nm
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	9.8 seconds
Top speed:	125mph
Economy:	61.4mpg
CO₂:	119g/km

ON SALE Now



SPACE Rearmost seats fold into the floor and middle row flips up to give you an enormous maximum luggage capacity of 1,715 litres, while tall body means the car will take awkward loads



PRACTICALITY Seating is flexible, too, with easy access to rearmost row – which is best reserved for children. Plus, central middle row chair can be folded to make more space in the outer seats



five-seat C-MAX, but grip is impressive and the steering is sharp. The suspension offers a great balance between comfort and handling, and tyre roar and wind noise are both well suppressed on the motorway.

Not only is the car good to drive, but it should also prove pretty cheap to run. Ford says residuals have improved by as much as £650, and with CO₂ emissions of 119g/km this 148bhp TDCi is a significant 17 per cent cleaner than the outgoing car. As a result, it costs only £30 a year to tax. Ford claims the newcomer will return more than 60mpg in mixed driving, but this is a little optimistic. Expect that figure to drop into the mid-to-late 40s with seven people and their luggage on board.

Speaking of which, cabin room is unchanged from the old C-MAX's. That means the two rearmost seats are reserved almost exclusively for kids (or extremely small, flexible adults), while boot space with both rear rows in place is limited

to a measly 65 litres. Fold all five rear seats forward, though, and you'll free up a cavernous 1,715 litres – enough to rival even the biggest estate cars.

Handily, Ford engineers have added a load of useful features to make the most of that space – there's a total of 20 storage solutions dotted around the cabin. Owners who don't need the full seven seats can fold the central chair into the base of the outer one to reveal a narrow opening into the rear. The two middle seats then shift inwards for improved shoulder and headroom, and can slide forwards and backwards to create more or less legroom.

All these small changes have boosted the appeal of the Grand C-MAX, although competitors still offer more outright space. We would recommend trying the smaller, cheaper 1.5 TDCi before stumping up for the more powerful 2.0-litre – although if you regularly travel seven up, this model should be well worth the extra cash.



AUTO EXPRESS Verdict

THE Grand C-MAX remains one of the sharpest seven-seat MPVs to drive, with accurate steering and lots of grip, plus this diesel is strong and economical. The styling's still a little awkward, but there's no denying it's a better all-round package – especially with the extensive kit and improved residuals. The new, bigger Galaxy will need to be good to justify the extra cash.





Multifunction steering wheel and leather seats add a touch of class to kit-loaded cabin



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AE THE new SsangYong Tivoli is yet another entrant into the supermini-SUV class, but it marks an important milestone for the Korean brand, which has always lived in the shadow of Hyundai and Kia. While SsangYong's previous efforts have lacked the quality, design and tech to make an impact in the UK, the Tivoli bucks those trends and majors on value for money, too.

Unlike the manufacturer's current line-up of four-wheel-drive workhorses, the Tivoli is tailored to what modern customers are asking for – putting fashion above off-road ability. We were given the keys to a left-hand-drive car in the UK months before it arrives in showrooms to see if the brand can really shake up the compact crossover market.

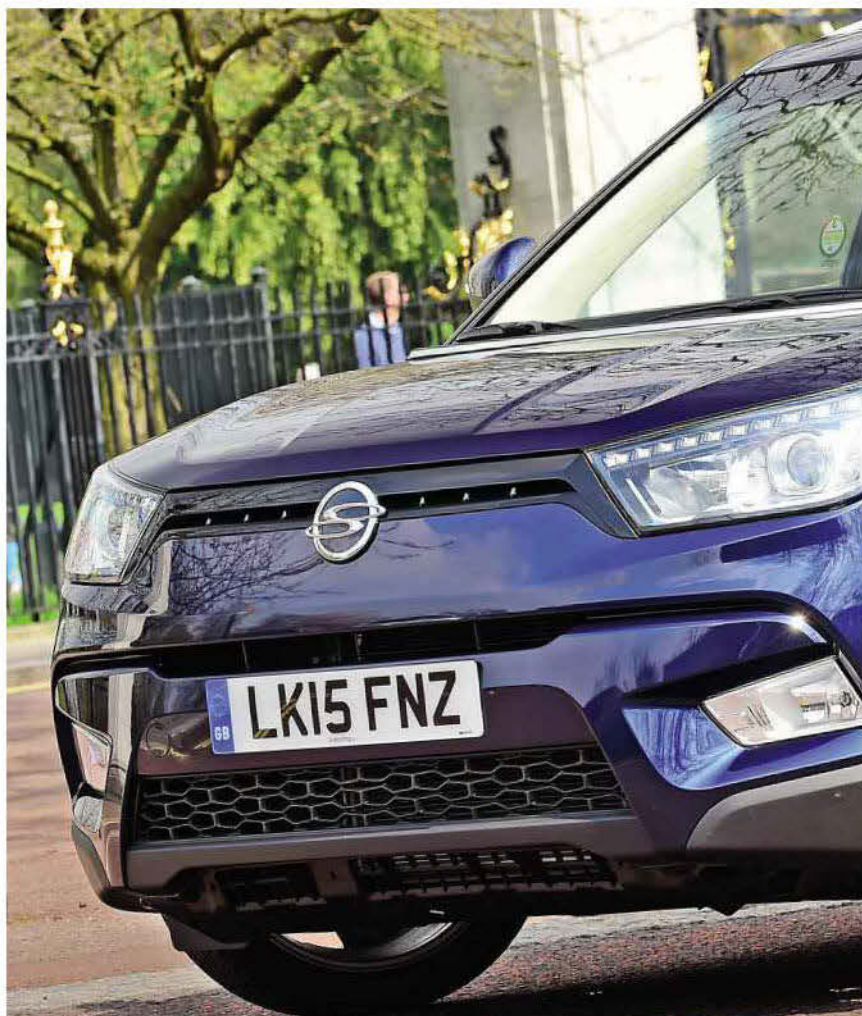
It certainly has the looks to take on the class leaders. The Tivoli flies in the face of SsangYong's weirdly styled models like the old Rodius, heading in a more contemporary direction. Marginally longer, shorter and lower than a Nissan Juke, the newcomer is a smart-looking car. In fact, its shapely

wheelarches are similar to the Juke's, while the bluff front end resembles the Kia Soul's. A MINI-like floating roof (which is available in contrasting black or white for an extra £400) completes the cohesive mix of European, Korean and Japanese styling.

However, it's on the inside where the Tivoli marks a massive change for SsangYong. Gone are the heaps of flimsy plastics finished in depressing black, and in comes a design that bursts with character, colour and substance. The dash is made of good-quality plastics, twinned with silver and shiny black inserts, while a seven-inch touchscreen on mid-spec EX and top-spec ELX models brings a dose of modernity.

A chunky, multifunction steering wheel and soft leather seats (standard on mid and top-spec Tivolis) add a touch of luxury. There are still smatterings of shiny, scratchy plastics lower down, but the overall quality is a match for the Juke or Renault Captur.

It's roomy, too. There's plenty of space up front, while three passengers can sit comfortably in the back thanks to a near-flat floor. There's loads of legroom for six-footers, and the boxy roofline results in



Pete Gibson

SsangYong

FIRST UK DRIVE New Juke-rivalling supermini-SUV



NEED TO KNOW

Although mid-spec cars get a seven-inch touchscreen as standard, only top-spec models come with a sat-nav system, developed with TomTom

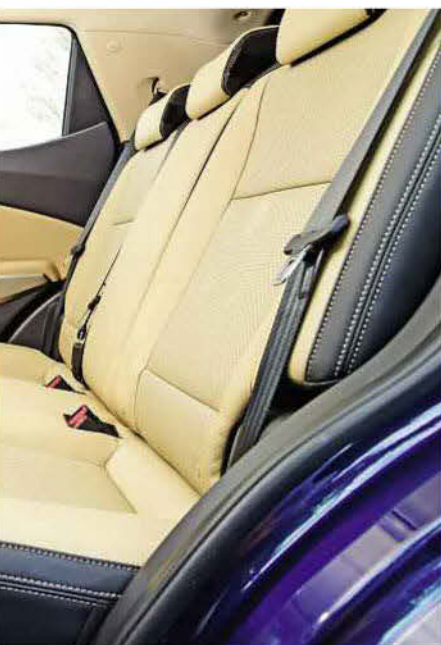


Rear offers lots of headroom thanks to car's boxy roofline



Tivoli

could be a breakthrough for brand



plenty of headroom. Open the tailgate, and you're greeted by a 423-litre boot. This puts the Tivoli up with the best in the class – easily beating the Juke's 354-litre capacity and just 32 litres down on the Captur's.

SsangYong has kept things simple by only offering two engines – a 126bhp 1.6-litre petrol or a 1.6-litre diesel with 113bhp – along with two or four-wheel drive and six-speed manual and automatic transmissions.

We drove the petrol auto, and it's here where the Tivoli's strong case falters a little. Although refined at idle and low speeds, the petrol unit sounds thrashy over 4,000rpm. Performance is perfectly adequate, though.

Our 126bhp model covers 0-62mph in exactly 11 seconds, and while that's half a second quicker than a Juke 1.6 CVT petrol, the Nissan returns 44.8mpg compared to the Tivoli's 39.2mpg. CO₂ emissions of 167g/km also mean you'll be paying more road tax, at £205 per year compared to the Nissan's rate of £145. The diesel fares better with emissions

of 113g/km in the two-wheel-drive manual model, but it costs £1,250 more than the petrol in the equivalent spec.

On the move, the six-speed box switches between gears smoothly and is the same unit MINI uses. It's far more refined than the Juke's CVT, but takes its time to change ratios.

On our short test route, the Tivoli impressed. There's a rigidity to it that is similar to far more expensive cars, and the steering is accurate. A 'Flex' system offers different levels of steering assistance, yet like a lot of other Korean cars, it's largely unnecessary – leaving it in 'Normal' is fine.

But what gives the Tivoli an advantage over its competitors is just how little SsangYong is charging. Prices kick off at just under £13,000, with our top-spec ELX coming in at £17,000. And with a fully loaded equipment list consisting of heated leather seats, 18-inch alloys, dual-zone climate control, sat-nav and a reversing camera, it makes the Vauxhall Mokka and Mazda CX-3 look rather expensive.

Essentials

SsangYong Tivoli ELX 1.6 auto

Price:	£17,000
Engine:	1.6-litre 4cyl petrol
Power/torque:	126bhp/160Nm
Transmission:	Six-speed auto, two-wheel drive
0-62mph:	11.0 seconds
Top speed:	120mph
Economy:	39.2mpg
CO₂:	167g/km

ON SALE Now



GEARBOX Six-speed auto shifts smoothly enough, but it can be a little sluggish to change. We recommend saving yourself £1,000 and sticking with the standard manual transmission



PRACTICALITY SsangYong claims the Tivoli's 423-litre boot can swallow three golf bags on top of each other. It's one of the class's largest and almost a match for its big brother, the Korando's



Verdict

SSANGYONG has thrown all that it's worth at the Tivoli, and come up with a characterful, fashionable product – the likes of which we've never seen from the Korean brand before. Don't be put off by the badge, the Tivoli is a match for the Nissan Juke and Renault Captur in terms of quality and is far more keenly priced and better equipped. We predict the diesel engine and manual box will be a better match than the petrol auto, and in that spec, it could well earn another star.



Essentials

Renault Espace

Price:	N/A
Engine:	1.6-litre 4cyl BiTurbo diesel
Power:	158bhp
Transmission:	Six-speed dual-clutch auto, front-wheel drive
0-62mph:	9.9 seconds
Top speed:	126mph
Economy:	61.4mpg
CO₂:	120g/km

ON SALE N/A



SEATING Even though Espace is offered with only one wheelbase, buyers still get a choice of five or seven seats. Middle row has three individual seats, and outer ones lift up for access to the rearmost row



PRACTICALITY Two rear seats lift up out of the boot floor. Leave them flat, and boot space is generous, and with all rear seats folded, you get up to 2,100 litres of room. Plus, more potent Espaces get innovative four-wheel steering



New Espace is longer than before, with longer wheelbase, so there's more room inside, whether in five or seven-seat configuration

AE Jo Oliveira

IT'S no secret that Renault won't be bringing the new Espace to the UK – with MPV sales dwindling, it's seen as too big a risk. But as the original European people carrier, the legendary name still holds weight over here, and with a capable BiTurbo 1.6 diesel, SUV looks and seven seats, it remains an interesting proposition.

The old car was culled from the UK line-up in 2011, but sales continued with vigour in foreign markets. This fifth incarnation has been totally reinvented for 2015. Gone is the pure MPV styling, replaced by a trendier SUV body: "It brings together the SUV, the MPV and the hatchback," Renault claims.

The silhouette is less boxy, with a thinner glazed surface on the sides, a lowered bonnet, increased ground clearance and some coupé hints towards the back. The flexible CFM platform from Renault/Nissan has been used, helping to shave 250kg from the Espace's overall weight, but the overall length has increased.

At 4.86 metres it's as long as the 2003 Grand Espace and 19cm more

than its predecessor. Unlike before, the Renault is available in only one body size, with the option of five or seven seats. The smaller and less spacious third row is tight, but should be enough to transport two children – or adults on short journeys.

The wheelbase has been increased to 2.88 metres from 2.80m on the Espace and 2.87m on the Grand Espace. It helps to offer 680 litres of boot space, or 2,100 litres with the second row of individually adjustable seats folded flat. This can easily be done using a set of buttons next to the tailgate, or via the huge, Tesla-like infotainment display.

The luxurious interior feels well built and comfortable. Its stylish centre console neatly houses that 8.7-inch, vertically mounted touchscreen, which serves as a universal command centre. Nearly everything can be controlled by swiping your finger on the screen: nav, audio, seat-massage function,

head-up display and even driving modes. The advantage is that virtually everything is centrally configured – but the disadvantage is that using it takes a while to learn, because sometimes it's rather complicated and counter-intuitive.

Basic driving parameters can be set via Neutral, Comfort, Sport and Eco modes. There's also a Perso setting, which allows personal customisation of all the different options. Sport gives faster response from the accelerator, as well as stiffer suspension, more direct steering, more responsive gear ratios and a sportier sound. The different settings also play with the ambient lighting and instrument panel colours, plus air-conditioning operation.

There are three power outputs spread across two engines: a 1.6-litre diesel with 128bhp or 158bhp, and a 197bhp 1.6 petrol. But

"With BiTurbo diesel, SUV looks and seven seats, Espace is an interesting proposition"

"Seats can be folded flat using set of buttons next to tailgate, or via Tesla-like central display"

Renau

FIRST DRIVE Striking lo

NEED TO KNOW

Initiale Paris badge denotes most upmarket version of the new MPV. There are still no plans to bring the car to Britain, though.





Handling is more fun than before; instruments look good; rotary dial controls infotainment



It Espace

ooks and versatile new engine range bring evergreen MPV bang up-to-date

Performance

0-62mph/top speed
9.9 seconds/126mph



Running costs

61.4mpg (official)
£68 fill-up



only the two more powerful Espaces have the smooth dual-clutch auto as standard.

Our favourite is this 158bhp BiTurbo diesel – its response is more balanced than the petrol's thanks to offering 380Nm of torque over its counterpart's 260Nm. In fact, the Espace feels relatively nimble in traffic because this new variation of the 1.6 dCi delivers 265Nm as low as 1,250rpm.

Adding even more appeal is that the higher-powered diesel is available with Renault's four-wheel steering system, which has a positive effect on overall handling. At speeds of less than 50kph (31mph) in Comfort mode, 60kph (37mph) in Neutral and 70kph (43mph) in Sport, the rear wheels turn in the opposite direction to those at the front, up to a maximum angle of 3.5 degrees. This aids manoeuvrability around town, making parking a doddle. Above these speed thresholds, the rear wheels turn up to one degree in the same direction as the fronts, for better handling.

Auto Express Verdict

MORE than 30 years after Renault invented the MPV, this new Espace shows off a sleeker, more modern silhouette with improved quality. There's a range of driver aids and a revolutionary infotainment interface, while the adaptive damping, four-wheel steering and lower body make it more fun to drive. It can carry up to seven, and the new 1.6 dCi BiTurbo diesel and dual-clutch auto are a good fit. What a shame the brand is not bringing the car to the UK.





Mercedes Vito

FIRST DRIVE Van-based eight-seater is practical alternative to an MPV



Steve Walker
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AE YOU'LL need more than £40,000 to buy a luxurious seven-seater Mercedes V-Class, but if you're a family with four or more kids to ferry around or a business owner with clients to move, the German brand does offer a more affordable option.

The Vito is Mercedes' mid-sized panel van, and the Tourer is the passenger version. Even though it's a minibus, it has an air of quality. Built on the same platform as the V-Class, the Vito gets less potent engines and a lower spec, making for a starting price of just over £25,500 (including VAT).

Like the van, the Tourer version is offered in front or rear-wheel-drive guise and three body lengths: Compact (4,895mm), Long (5,140mm) and Extra Long (5,370mm). Even in the Compact model, there's 800 litres of luggage space, although the boot is a bit tall and shallow in shape. The seats can be removed and repositioned using a grid of mounting points cut into the floor, but because they're fixed together in rows, they're extremely heavy.

Despite being so much larger than mainstream MPVs, the Vito has a car-like driving position, with less of a step up to the



Vito has car-like driving position, and ride on the comfort suspension is quite smooth

Running costs

43.5mpg (official)
£68 fill-up



Essentials

Mercedes Vito Tourer 114 CDI Pro Compact

Price:	£28,866 (including VAT)
Engine:	2.1-litre 4cyl diesel
Power/torque:	134bhp/330Nm
Transmission:	Six-speed manual, rear-wheel drive
0-62mph:	13.2 seconds
Top speed:	100mph (limited)
Economy:	43.5mpg
CO₂:	171g/km

ON SALE Now



PRACTICALITY Third row of seats is fixed in standard model, but you can unclip them and take the full bench out if you're desperate for more room



SEATS Optional deluxe seating allows all six rear seats to be folded forward or taken out separately. You can even remove the middle row and face it backwards



Verdict

WHEN a standard MPV just can't cope, the Mercedes Vito Tourer and its panel van-based people carrier rivals ride to the rescue. The Vito is a massively practical vehicle in Tourer guise, and one of the very best options out there for transporting eight adults and carrying plenty of luggage. Engine refinement and car-like handling are big highlights, but be warned – entry-level versions are minibus-basic and the prices increase quickly as you climb the extensive range ladder.



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MG6

FIRST DRIVE Can family car's revamp help put the resurrected brand on road to success?

Performance

0-60mph/top speed
8.4 seconds/120mph



James Batchelor

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AE THE MG6 was tasked with presenting the new face of MG to UK buyers in 2011, but the car was always going to face a challenge. It was available only with an uneconomical and expensive-to-tax petrol turbo and a cabin made with questionable plastics, while there was only a handful of dealers to market it. In fact, it's remarkable that the company sold any at all.

Four years on, the tide could be turning. A more youth-orientated MG3 supermini came along in 2013, and the maker hopes to have 80 dealers by the end of 2015 – including a new flagship store in London's Piccadilly Circus. As we revealed on Page 18, MG is even planning to roll a range of SUVs out of its Longbridge factory in the next few years.

But before all that, the MG6 has been given a much-needed overhaul, and Auto Express has got behind the wheel to see if the car finally makes a tempting choice. Most

importantly, MG has repositioned the 6 so that it now takes on the Ford Focus and Vauxhall Astra rather than larger cars such as the Mondeo. It benefits from a healthy price cut, with the entry-level model wearing a no-discount £13,995 tag – that's £3,000 less than its predecessor.

The range has been simplified, too. The petrol has been dropped, meaning a 1.9-litre turbodiesel is the only option, while the awkward-looking Magnette saloon has also been axed to leave only the five-door hatch. Along with the price cut, the line-up has been rebadged so that now there's S, TS (with sat-nav as standard) and TL (which adds leather trim).

MG has tweaked the 148bhp 1.9-litre diesel so that it sprints from 0-60mph in 8.4 seconds (half a second quicker

than before), while claimed fuel consumption has been bumped up from 57.6mpg to 61.4mpg. Also, CO₂ emissions have been cut by 10g/km to 119g/km, meaning that a year's road tax now costs £30 instead of £110. Engineers have dialled back the suspension, too, giving a more comfortable ride, and there's a new six-speed gearbox that is far more precise and satisfying to use.

The MG6 has always been more focused on fun than comfort, but even so it falls a little short of the Focus for handling. That said, it's more involving to drive than the Kia Cee'd or even the Astra. It feels agile and responsive through country bends, with only the heavy diesel engine promoting a bit of understeer

"Repositioned MG6 now takes on the Focus and Astra rather than larger cars such as the Mondeo"



Diesel-only MG6 is cheaper, more powerful and better-looking than predecessor



Running costs

61.4mpg (official)
£70 fill-up



Nathan Morgan

NEED TO KNOW

You can read all about MG's range expansion on Page 18, but in short there are new Nissan Juke and Qashqai rivals on the way, as well as replacements for the MG3 and this MG6 in the next five years



Essentials

MG6 TL

Price: £17,995

Engine: 1.9-litre 4cyl turbodiesel

Power/torque: 148bhp/350Nm

Transmission: Six-speed manual, front-wheel drive

0-60mph: 8.4 seconds

Top speed: 120mph

Economy: 61.4mpg

CO₂: 119g/km

ON SALE Now



EQUIPMENT Dials are now classier and easier to read, while in the centre of the dashboard is a new seven-inch infotainment touchscreen. It includes sat-nav and MirrorLink as standard



PACKAGING While the interior gains a better layout, there are still some packaging issues – such as the awkward USB port located in a cubbyhole below the steering wheel



Auto Express Verdict

THE MG6 never really offered much to warrant consideration in the past, but this refresh has improved its desirability massively. Not only is the diesel now more powerful and more competitive on CO₂ emissions, but other small yet important changes make it nicer to live with. Crucially, though, a £3,000 price cut means the car is positioned as a value proposition next to market leaders such as the Focus and Astra – and in that respect it's guaranteed to improve MG's fortunes in the UK.



Restyled MG6 concentrates on fun, and is more involving to drive than an Astra

during hard cornering, and the worst kind of potholes thumping through the cabin. MG would do well to insulate the driver more from the diesel's clatter at high revs, and adding more steering feel – it has a strange characteristic of never weighting up in bends.

MG's Birmingham-based design studio has given the 6 a fairly major cosmetic refresh, too. There's a new front bumper with LED daytime running lights, a neater grille and fresh headlights that on top versions also 'bend' around corners.

At the rear there's a more sharply styled bumper and LED lights, and top-spec TL models get an extra chrome strip along the lower edge of the window line. It's a successful refresh, but we'll leave it up to you to decide whether the car looks better or not. Inside, there's a welcome upgrade

of the infotainment system – it's now a seven-inch touchscreen unit with a far more intuitive sat-nav system and MirrorLink.

Unfortunately, the screen still looks too small for the space it sits in, the interior's quality remains patchy in places and the steering wheel controls are fiddly to use. There's plenty of kit, though; our top-spec car came with electrically adjustable and heated leather seats, directional headlights, dual-zone climate control and a rear parking camera. The unorthodox handbrake with its release button under the lever has also gone, to be replaced by an electronic one.

Those kit levels may not sound anything special these days, but the important bit is how much MG is charging for the top-drawer TL. At only £17,995 it costs around £6,000 less than an equivalent Astra, and with a 472-litre boot that grows to 1,268 litres with the back seats folded there's more than 150 litres of extra space over a Focus.





Switch off traction control systems and the M4 MotoGP Safety Car is huge fun to drive

BMW M4 MotoGP

Performance

0-62mph/top speed
4.1 seconds/155mph



Running costs

34.0mpg (official)
£68 fill-up



FIRST DRIVE Water-injection tech gives Safety Car special extra muscle. We drive it on-track

AE Kyle Fortune

LOOK past the colourful stickers and roof-mounted lights, and this BMW M4 MotoGP Safety Car features some extremely clever technology under its bonnet: water injection, which is a system that engineers at the M division have borrowed from a banned idea from motorsport and are experimenting with on the M4.

Bravely, they're doing so in a very public arena, because the Safety Car is charged with rolling out in front of the pack in MotoGP – the top level of motorcycle racing – whenever one of the two-wheeled warriors gets it wrong. Breaking down simply isn't an option.

No pressure, then – and it's a similar story for us. This one-off M4 was needed later in the weekend to undertake its MotoGP duties, yet BMW let us take it out on to Qatar's Losail circuit to see what the water-injection system is all about.

Firstly, the water isn't injected into the engine itself – that would be catastrophic for the M4's TwinPower 3.0-litre turbo. Instead, it's injected into the turbo system to cool the air in the pre-combustion collector, thus increasing its density and oxygen content. More air means you can mix it with more fuel.

The result is as simple as the concept – a bigger bang, plus the improved thermal management also brings greater economy and lower emissions. So it's little wonder

that Frank van Meel, boss of BMW's M division, is so excited – and he admits that his engineers have been most surprised by the benefits.

BMW M reckons the power hike is in the region of eight per cent (taking it to 459bhp by our calculations), but van Meel says the output in the M4 might be as high as 500bhp. That's a sizeable leap from the 425bhp of the standard car.

Unsurprisingly, in the M4 it's set up to improve top-end power, with the system working only above 5,000rpm – although the engine responds better across the entire rev range. As a result, the M4 is not only faster, but it's easier to live with, too.

Steering response has also been improved, with the M4's already quick turn-in gaining speed and extra feel at the steering wheel thanks to the addition of KW coil-over suspension. Add to the equation the tight hold of the Recaro bucket seats and six-point harnesses, and the Safety Car is a more immediate, exciting machine to drive.

Switch off all the electronic stability and traction-control systems, as the car's usual driver Mike LaFuente does, and it can be slid around the track at will. For a small hardcore of BMW M enthusiasts, that will appeal hugely. As will the rumour that the BMW M4 MotoGP Safety Car is a none-too-subtle hint at a possible M4 GTS special.



NEED TO KNOW

With turbo sports cars now more common, water-injection technology could be big. Expect it to debut on new M4 GTS

Essentials

BMW M4 MotoGP Safety Car

Price:	N/A
Engine:	3.0-litre 6cyl turbo
Power:	459bhp (est)
Transmission:	Seven-speed twin-clutch auto, rear-wheel drive
0-62mph:	4.1 seconds
Top speed:	155mph
Economy:	34mpg (est)
CO₂:	194g/km (est)

ON SALE N/A



INTERIOR Fixed bucket seats, racing harnesses and a roll cage take the place of back seats and boost safety for the MotoGP car – plus give a hint to a possible future M4 GTS road car



ENGINE M4's 3.0-litre, six-cylinder turbocharged engine gets a power boost thanks to innovative water-injection system. The tech is banned in motorsport, but not on the road...



Auto Express Verdict

WATER really is the giver of life to the M4, the injection system not only adding to the performance, but also improving emissions and economy. It's no surprise that the rest of BMW is getting seriously excited about the tech. It's relatively simple, needing a 5.0-litre boot-mounted tank and some distilled water every fifth fuel fill-up or so. It won't add much to the cost, either, but potential savings could be significant.



NEED TO KNOW

Both PureTech 130 and BlueHDi 120 are available only in top Flair spec. Lesser-powered engines are available in Touch and Feel trims

Citroen C4 PureTech

FIRST DRIVE New three-cyl turbo and auto fail to gel



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AE ALONGSIDE the new 118bhp HDi diesel (driven in Issue 1,359), Citroen has also introduced a 1.2-litre three-cylinder petrol turbo to the updated C4 range. Designed to deliver up to 25 per cent greater fuel efficiency, the 128bhp PureTech replaces the outgoing car's e-THP 130. We tried it with the new six-speed EAT6 automatic.

Around town the engine's hum is barely noticeable, while the auto box allows for smooth progress if you're gentle on the throttle. However, prod too hard and you'll catch both engine and box unawares, resulting in turbo lag and jerky shifts.

It's a similar story as you build speed. If you're careful and allow the gearbox time to react, it's a pleasant driving experience. The turbo makes the C4 feel quick, but the issue comes when you want to overtake and need the auto to kick down a couple of cogs. Where a DSG dual-clutch system always feels ready, the EAT6 set-up seems to panic, never knowing exactly which gear it should be in.

Shift it into sport mode and the problem is compounded. There are no steering wheel-mounted paddles, and in auto

mode we found it held on to gears a little too long, often changing down mid-corner and lurching forward, causing disruption to the car's balance. This is made all the more unsettling when added to the C4's soft suspension set-up, ensuring it's near the bottom of the class for cornering ability.

Unfortunately, all the issues we raised when driving the 118bhp 1.6-litre Blue HDi are apparent here, too. The suspension is too soft, the styling is unremarkable and the rear-seat space is below par for this class. Prices are competitive, though, with this top-spec petrol starting at only £18,245. The auto will add another £1,200 – money far better spent on the £440 integrated sat-nav.

That said, the three-cylinder turbo feels like a breath of fresh air. The diesel will still suit most CO₂-focused buyers, yet this petrol is perfect for those who want a quiet but frugal alternative for shorter journeys. It'll do an impressive 57.6mpg and returns 113g/km of CO₂, making it slightly cleaner than the similarly powered Nissan Pulsar DIG-T.

We're looking forward to trying the three-cylinder engine with a manual box, but for now the auto petrol isn't a combination we can recommend.

"Auto allows for smooth progress – if you're gentle on the throttle"



Essentials

Citroen C4 PureTech 130 EAT6 Flair

Price:	£19,445
Engine:	1.2-litre 3cyl petrol turbo
Power/torque:	128bhp/230Nm
Transmission:	Six-speed auto, front-wheel drive
0-62mph:	10.9 seconds
Top speed:	122mph
Economy:	57.6mpg
CO₂:	113g/km

ON SALE Now



EQUIPMENT Seven-inch touchscreen is standard on top-spec Flair models, and an option on mid-spec Feel. Rear parking sensors and electric windows are also standard



PRACTICALITY Boot space of 408 litres is among the best in the class. Fold the rear seats and there's a massive 1,183 litres to play with

Auto Express Verdict

THE auto further emphasises the C4's failings in the competitive family car market. It's slow to react and feels archaic next to VW's slick-shifting DSG, while the lack of manual control will disappoint keen drivers. The new petrol unit is quiet and refined, though, and should be better suited to the standard six-speed manual.





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AE THE Vauxhall Adam, like the Fiat 500, makes no apologies for catering for the style-conscious. However, while it offers buyers up to one million customisable combinations – or so Vauxhall claims – it's rather uninspiring and limp elsewhere.

The new performance-based Adam Grand Slam, however, hopes to not only keep the urban fashionistas happy, but also appeal to those who like a slice of substance with their style – and we've driven it in the UK for the first time.

Let's deal with the elephant in the room first – the name. Initially, Vauxhall had decided to call its flagship car the Adam S, and the brand proudly paraded its pocket rocket at last year's Geneva Motor Show. However, it forgot that the standard version of the previous-generation Corsa also wore the S badge, so it decided to change the name to Adam Grand Slam, but leave the Adam S badges untouched. Confused? We are, too.

But what else does the Adam Grand Slam have to offer? Well, it's one of the smartest-looking hatchbacks around. A unique but tasteful bodykit, bespoke 18-inch alloys and two-tone bodywork provide real visual presence. The fixed rear wing isn't just for effect, either, as Vauxhall claims it aids stability as the Adam approaches its 130mph top speed.

However, the Grand Slam isn't all mouth and no trousers, as it's the fastest and most powerful model in the range. Under the bonnet is the same 1.4-litre petrol engine you'll find in lesser versions, but Vauxhall has bolted on a turbocharger, doubling power output to 148bhp and increasing torque by a massive 70 per cent to 220Nm.

The result is a thorough warming up rather than a sizzling hot hatch transformation. To get the best out of the car, you have to grab it by the scruff of the neck and really make it work. Below



NEED TO KNOW

Grand Slam is as powerful as the Adam will get, as Vauxhall doesn't currently have a VXR model in its product plan



3,000rpm, the Adam lacks the urgency and rorty soundtrack you'd find in the Abarth 500, but keep your right foot pinned, and it soon comes on song. The revs whip all the way round to almost 7,000rpm, with the main slug of power near the top end.

Maintaining momentum means you have to work the six-speed manual box, but the narrow gate and short throw encourage rapid changes. And there is plenty of stopping power, too, as brakes from the Corsa VXR have been added, which can withstand lots of punishment.

Brisk rather than quick would be a more accurate way to describe the Adam's acceleration, with 0-62mph dispatched in 8.5 seconds. Keep the revs where the power lies – above 3,000rpm – and there's good

fun to be had from the VXR-tuned chassis, too. There's a huge amount of grip from the front end thanks to the wider track and tyres, while the stiffer springs and dampers help contain the hike in performance.

It does mean that things get a little firm, especially at lower speeds around town, but it's no less comfortable than any other warmed-up hatchback. Vauxhall has recalibrated the steering for UK-bound cars over the Opel-badged models destined for mainland Europe, sticking to its promise of adding more weight to the rack, but it's still rather lifeless and lacks the directness that's ever-present in the Ford Fiesta ST.

For the size of the car, the steering wheel is also a bit too big and can feel quite intrusive, especially given that the seating position isn't exactly ideal. We'd like to sit a few inches lower to the ground, so you get a real sense of being in the car rather than on it.

Equally disappointing is that while the Adam's exploitable nature is easy to extract,

Essentials

Vauxhall Adam Grand Slam

Price:	£16,995
Engine:	1.4-litre 4cyl turbo
Power:	148bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	8.5 seconds
Top speed:	130mph
Economy:	47.9mpg
CO₂:	139g/km

ON SALE Now



PRACTICALITY Grand Slam isn't short on charisma, but it trails on practicality. A tiny 170-litre boot is all you've got to play with, while rear passenger space is extremely limited. Tall boot lip also makes loading heavy items rather tricky



EQUIPMENT Recaro seats will cost you £1,610 extra, but new range-topper comes with plenty of kit as standard, including 18-inch alloy wheels, sports suspension, privacy glass and Bluetooth

you can't help but feel it could take even more power. When you're paying £19,425 – if you spec the options fitted to our test car – you shouldn't feel short-changed, especially when there's a very capable and similarly priced rival from Ford lurking around the corner.

In isolation, there's no questioning the ability of the Grand Slam and just how radical the transformation over the standard Adam has been. Yet pitch it against rivals, and its weak spots can be highlighted.

The newcomer may look great, but it's a strict four-seater due to its cramped rear. Plus, if you go for the £1,610 Recaro bucket seats, which we feel are worth shelling out for, back passenger space is impeded further.

Stripped down, the Adam remains a city car at heart, so headroom isn't particularly generous, either. And don't think Vauxhall has stolen interior space to fit a big boot, as a miserly 170 litres is all you get once you haul your luggage over the tall boot lip.

“Grand Slam isn't all mouth and no trousers, as it's the fastest and most powerful model in the range”



Vauxhall Adam Grand Slam

FIRST UK DRIVE Can most powerful Adam justify its hefty price tag?



Auto Express Verdict

THERE'S no denying the charm or bold image of the Grand Slam, and its boisterous stance may be appealing enough for some. Plus, if you drive it assertively, it's an engaging car and unlike any other Adam in the line-up. However, the main issue is the cost and the competition at this price point. A touch under £17,000 is a huge amount for such a small car, and especially for one that doesn't really live up to its potential.





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PORSCHE

997 TURBO/S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
996 TURBO/GT2 » 600+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
CAYENNE GTS » 440 BHP
CAYENNE TURBO 4.5 » 565+ BHP
CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 300+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

MERCEDES-BENZ

'63' 5.5 Bi-TURBO ALL MODELS » 600+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
SL65 BLACK » 720+ BHP (+DELIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG » 530+BHP (+DE-LIMIT)
SL63 AMG » 560+BHP (+DE-LIMIT,
RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 389 BHP (+DELIMIT)
SLK 350 » 328 BHP
220 CDI ALL MODELS » 210+ BHP
250 CDI ALL MODELS » 259+ BHP
320 CDI V6 » 274 BHP
350 CDI V6 » 312 BHP
420 /450 CDI V8 » 358 BHP

BMW

M5/M6 F10 » 620+ BHP
M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618 BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M3 E46 » 370 BHP (+DE-LIMIT)
F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
730D » 290+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 296 BHP
X6 X50i 4.4 » 500+BHP
535D / 335D / X5 SD » 355+ BHP
M135i Please call

EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 600+BHP
LP640 » 707 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
ALL 2014 MASERATI'S Please call
AUDI RS6 4.0 T V8 Please call
AUDI RS6 V10 » 680+BHP +DE-LIMIT
AUDI R8 V1 » 592+BHP
AUDI RS4/R8 B7 » 439 BHP + DE-LIMIT
AUDI RS3 » 420+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP
AUDI 3.0TDi (ALL MODELS) » 300+ BHP
AUDI S3 / GOLF R » 317+ BHP
ALL 2014 RANGE ROVERS AVAILABLE
RANGE ROVER 4.4 TDV8 » 395 BHP
R ROVER SPORT 3.0D » 305 BHP
EVOQUE 2.2 DIESEL » 240 BHP
BENTLEY 4.0 T V8 » 600+ BHP
BENTLEY CGT/F-SPUR (INC 2013) » 660 BHP
GT SPEED / SUPERSPORT » 680+ BHP

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Volkswagen Tristar

FIRST DRIVE Concept points way to the next Transporter



Sam Naylor
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AE THE VW Tristar is a striking pick-up concept that previews how the all-new Transporter will look when it goes on sale later this year. We first saw it at the 2014 Paris Motor Show, and now we've had the chance to get behind the wheel.

There's no denying it looks great, thanks to its clean lines, rugged stance, neat lights and striking orange paint. The Tristar rides high on 17-inch alloys with huge 245/70 BF Goodrich tyres, hinting at the 4WD set-up.

The interior is particularly plush – way beyond what you'd expect in a production van, with soft brown leather on the seats, steering wheel, armrests and door pockets. Behind the two individual seats you'll find a coffee machine, fridge, pull-out table with an integrated touchscreen tablet and a set of cameras for video conferencing. The chairs are designed to swivel around to face each other for in-van meetings, too.

The 2.0-litre TDI diesel proves more than powerful enough – with 201bhp and 450Nm of torque, it's got more shove than any engine in the current Transporter panel van, and it's pulling less weight thanks to the pick-up body. While DSG gearbox proved jerky, you can't blame a concept for not feeling more polished. The truck is light and easy to manoeuvre, though, even on those huge tyres, boding well for the usability of the new Transporter.

We expect the front lights and grille – if not the coffee machine – to make their way on to the new model.

The concept's car-like dash should be carried over, too, with its large display screen, soft-touch fabric and useful storage spots.



NEED TO KNOW

The Tristar has exterior storage, too, with a huge drawer that pulls out from under the pick-up bed and another tray behind the driver's door



VW Tristar concept

Price:	N/A
Engine:	2.0-litre 4cyl diesel
Power/torque:	201bhp/450Nm
Transmission:	Seven-speed DSG auto, four-wheel drive
0-60mph:	10.0 seconds
Top speed:	115mph
Economy:	N/A
CO2:	N/A

ON SALE mid-2015
(as new Transporter)



Verdict

THE Tristar won't enter production in anything like its coffee machine-equipped 4x4 pick-up form, but we'll see some features on the new Transporter van. It's one of the most visually striking commercial vehicles we've ever laid eyes on, yet the tough, off-road styling disguises a spacious vehicle that's comfortable and easy to drive. We're sure quite a few businesses would bite VW's hand off if it ever did decide to sell the Tristar.



Coming soon



AUDI R8 AUTUMN

All-new supercar is lighter and faster than before, and will be available with a traditional V10 or all-electric powertrain.

SUPERMINIS

Fiat 500	2016
Ford Ka	mid 2015
Ford Fiesta	2017
Honda Jazz	summer
Renaultsport Twingo	late 2015
Renault ZOE update	late 2015
Renault 5	late 2015
SEAT Ibiza	2016
Vauxhall Corsa VXR	May
Vauxhall Viva	summer

FAMILY CARS

Alfa Romeo Giulia	late 2015
Alfa Romeo Giulia Estate	late 2015
Audi A3 three-cylinder	late 2015
Audi A4	mid 2015
BMW 1 Series facelift	mid 2015
BMW 3 Series Plug-in	mid 2016
BMW i5	2016
Citroen C4 facelift	mid 2015
Ford Mondeo Vignale	mid 2015
Honda FCEV	mid 2015
Infiniti Q30	late 2015
Jaguar XE	May
Kia Optima facelift	late 2015
MG5	2015
MINI Clubman	mid 2015
Nissan Leaf	mid 2016
Porsche Panamera	2016
Porsche Panamera estate	2016
SEAT Leon Cupra ST	May
Skoda Superb	September
Tesla Model III	2016
Toyota Prius	late 2015
Toyota Mirai	late 2015
Vauxhall Astra	late 2015
VW Beetle Dune	late 2015
VW Golf Alltrack	summer
VW Golf CC	2015
VW Golf R estate	May
VW Passat Alltrack	summer
VW Passat GTE	June

SPORTS CARS

Alfa 4C Stradale	late 2015
Alfa 6C	2016
Aston Martin DB9	late 2016
Aston Martin V8 Vantage	early 2016
Audi A5	spring 2016
Audi A9	2018
Audi R4	2016
Audi R8	autumn
Audi TT Sportback	2016
Audi TT Sport Quattro	2016
BMW M1	2016
BMW M2	late 2015
Caterham sports car	2016
Ferrari 488 GTB	mid 2015
Ford GT	2016
Ford Focus RS	2016
Ford Mustang	autumn
Honda Civic Type R	late 2015
Honda CR-Z	2017
Honda NSX	late 2015
Infiniti Q60	2016
Jaguar XE SVR	early 2016
Kia GT4 Stinger	2016
Lamborghini Asterion LP910-4	2017
Lexus GS F	late 2015
Lexus RC	late 2015
Lexus LF-LC	2016
Lotus Evora 400	summer
Maserati Alfieri	2016
Maserati Gran Turismo	late 2015
McLaren 570S	late 2015
Mercedes-AMG CLA 45 SB	mid 2015
Mercedes C 450 AMG Sport	2016
MG TF replacement	2020
MINI JCW	mid 2015
Nissan Pulsar Nismo	late 2015
Peugeot 308 R	late 2015
Porsche Boxster Spyder	late 2015
Porsche Cayman GT4	mid 2015
Porsche 911 GT3 RS	mid 2015
Porsche 911 facelift	late 2015

Porsche 961	2017
Porsche Pajon	2018
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

SUVs

Alfa Romeo SUV	early 2016
Aston Martin DBX	2019
Audi Q1	2016
Audi Q5	2016
Audi Q6	2016
Audi Q7	summer
Audi Q8	2017
Audi RS Q1	late 2016
Bentley Bentayga	2016
BMW 1 Series Sport Cross	2017
BMW X3	2016
BMW X7	2018
Citroen Grand Cactus	2017
Dacia Duster facelift	2016
Ford Edge	summer
Honda HR-V	summer
Honda Vezel	2015
Infiniti QX30	mid 2016
Jaguar F-Pace	2016
Kia Sorento	mid 2015
Lamborghini Urus	2017
Land Rover Defender	2016
Lexus RX	late 2015
Maserati Levante	2016
Mazda CX-3	summer
Mercedes GLC	2015
Mercedes GLE Coupé	mid 2015
Mercedes GLE	mid 2015
Mercedes GLS	mid 2015
Peugeot Quartz	2016
Porsche Cayenne Coupé	2017
Porsche Macan Turbo S	2015
Porsche Macan GTS	2015
Renault Kwid	2016
Renault Kadjar	August
Renault seven-seat SUV	2016
Rolls Royce SUV	late 2016
SEAT SUV	2016
Skoda Yeti+2	2016
SsangYong Tivoli	2015
Tesla Model X	late 2015
Toyota C-HR	2017
Volkswagen Taigun	2015
Volkswagen Tiguan	2016
Volkswagen T-ROC	2016
Volvo XC40	2018
Volvo XC60	late 2015
Volvo XC90	May

PEOPLE MOVERS

BMW 2 Series Gran Tourer	June
Ford C-MAX facelift	mid 2015
Ford Grand C-MAX facelift	mid 2015
Ford S-MAX	mid 2015
Mercedes R-Class	2016
VW Touran	November

CABRIOLETS

Audi R8 Spyder	2016
Alfa Romeo 4C Spider	mid 2015
Fiat 124 Spider	summer 2016
Ford Mustang Convertible	2015
Jaguar F-Type SVR	late 2015
Lamborghini Huracán Spyder	late 2015
Mazda MX-5	summer
Mercedes C-Class Cabriolet	2015
Mercedes S-Class Cabriolet	2015
MINI Convertible	2016
Range Rover Evoque Cabriolet	2015
Rolls-Royce Wraith Droadhead	2016
VW Beetle Dune cabriolet	late 2015

LUXURY CARS

BMW 7 Series	mid 2015
Cadillac ELR	late 2015
Infiniti Q80	2020
Jaguar XF	late 2015
Mercedes S-Class Pullman	2015
Rolls-Royce Phantom	2017
VW Phaeton	late 2016
Volvo S90	2016



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Muscle match

All-new Range Rover Sport SVR blasts in with 542bhp V8, but is it a better buy than Porsche's Cayenne Turbo? Or does the Audi RS6 provide sufficient off-road performance thrills?

Pictures: Pete Gibson Location: Croft, North Yorkshire



Porsche Cayenne Turbo

Price: £93,574
Engine: 4.8-litre twin-turbo V8, 512bhp
0-60mph: 4.3 seconds
Test economy: 18.2mpg/4.0mpl
CO₂: 261g/km
Annual road tax: £500



Audi RS6 Avant

Price: £78,040
Engine: 4.0-litre twin-turbo V8, 552bhp
0-60mph: 3.5 seconds
Test economy: 21.2mpg/4.7mpl
CO₂: 223g/km
Annual road tax: £285

66

**LIVING WITH AN...
ALPINA D3**

BMW-based diesel
supersaloon joins fleet
with promise of 45mpg.



68

**LIVING WITH A...
HYUNDAI i10**

From airport runs to
town commutes, city
car has been a big hit.

**Range Rover
Sport SVR****Price:** £93,450**Engine:** 5.0-litre supercharged
V8, 542bhp**0-60mph:** 4.5 seconds**Test economy:** 15.7mpg/3.4mpl**CO₂:** 298g/km**Annual road tax:** £500

AE THE explosion in SUVs shows no sign of abating, with new 4x4s seemingly being launched every month. And this, the Range Rover Sport SVR, is the latest, super-luxurious off-roader to hit the market.

The newcomer combines the regular Range Rover Sport's bold styling and sumptuous interior, while Land Rover's newly formed Special Vehicle Operations department has also tuned the chassis of its range-topping model and added a scorching 542bhp

supercharged V8. That means this hot SUV has enough performance to rival supercars.

In the 4x4 class, it'll have to face up to the Porsche Cayenne Turbo, which we've lined up here. If you're after power, space, badge appeal and speed, though, is an off-roader necessary?

The Audi RS6 Avant is around £15,500 cheaper than both performance off-roaders, but also offers lightning acceleration and similar levels of practicality. So, which of this scorching trio comes out on top?



MODEL TESTED: Range Rover Sport SVR

PRICE: £93,450 **ENGINE:** 5.0-litre supercharged V8, 542bhp

AE THE Range Rover Sport SVR is the first model from Jaguar Land Rover's new Special Vehicle Operations branch – the equivalent to BMW's M division or Mercedes' AMG in-house tuning arm. It's only available in one trim level and costs £93,450.

Styling 4.4/5

THE standard Range Rover Sport is an imposing-looking car already, so the transformation into the SVR model is slight but very effective.

At the front, there's a deep bumper with three huge, black mesh grilles to help cool the massive engine and brakes, while the clamshell bonnet covers the narrow headlamps that sweep back into the front wings. Our test car was fitted with the optional 22-inch alloys, which dominate the SVR's design from the side. Plus, there are some neat details, including the 'floating' roof, sharp creases that extend the bonnet line back to the tail-lights and two side vents, which add an even sportier appearance.

It's at the back where the SVR looks most muscular, though. The four exhaust pipes emit a raucous V8 rumble and are integrated into the gloss-black lower bumper, which helps to reduce the car's aero drag.

Inside, to keep up with the SVR's extra performance, there are four individual, figure-hugging bucket seats that hold you in place no matter the ferocity of the drive. Like the rest of the cabin, they're trimmed in plush leather and offer plenty of comfort.

There's lots of contrasting, brushed-aluminium trim adding to the SVR's racier feel, but it's balanced perfectly with supreme luxury. All the materials feel expensive and, as you'd expect from a near-£100,000 super-SUV, you get lots of technology to play with.

Like the regular Sport, the SVR has customisable digital gauges and a head-up display that can show a combination of speed, navigation and entertainment info. Unfortunately, the sat-nav system isn't so slick – an issue we have with the standard Range Rover Sport we're running on our fleet – plus the screen isn't very responsive, the graphics aren't crisp and there are too many steps to program a route.

Driving 4.3/5

DOMINATING the Range Rover driving experience is the 5.0-litre supercharged V8 engine. Start it up, and it barks into life with a race car-style soundtrack. Thanks to the active exhaust system, you can tone it down to be a bit more discreet, but at full throttle with the Sport button pressed, the exhaust's roar, pops and bangs are addictive.

So is the performance, as the 542bhp SVR leaps down the road with shocking aggression for such a big car. On test, it launched from 0-60mph in an impressive 4.5 seconds and was faster in-gear than the Porsche Cayenne Turbo, too.

This performance is at odds with the Range Rover's mammoth 2,335kg kerbweight, thanks to its rip-roaring engine and uprated Brembo brakes. But the chassis isn't quite as capable. Even though the car is fitted with air-suspension and Land Rover's roll stability control, if you turn into a bend too quickly, it will wash wide and lean over heavily. At more normal speeds, though, it's far more alert.

Land Rover has tuned the SVR's steering and suspension to sharpen its dynamics up by as much as 15 per cent. It's worked, too, as the car darts into corners, but it almost feels too eager to change direction for such a big car. The larger, £2,400

Testers' notes

"The Range Rover Sport SVR's exhaust system is incredibly loud – according to Jaguar Land Rover, it will rival a Jaguar F-Type R Coupé's for aural appeal. The car can be quietened down for use around town, but even then hard acceleration causes a raucous bark. Aside from this, it's just as usable as a regular Range Rover Sport. Overall, it's comfortable, well built and the SVR's design touches add something extra."



James Disdale Road test editor

optional 22-inch alloy wheels and sticky tyres on our test car do affect the ride, but the Range Rover is still comfortable and supple on the road. However, despite the fact that it fidgets on bumpy country lanes and around town, it's still serene and superbly refined on smooth motorways, while the eight-speed automatic box shifts effortlessly in traffic.

Thanks to reprogrammed software giving 50 per cent faster gearshift times, it's also much quicker going up and down the ratios, while the steering wheel-mounted shift paddles add an extra layer of involvement in manual mode, too.

Being a Range Rover, the SVR still features the same impressive off-road modes as the regular car, meaning that you'll be able to tackle some surprisingly difficult terrain with minimal fuss.

Ownership 3.6/5

FOR a premium manufacturer, Land Rover's performance in our Driver Power 2014 satisfaction survey was disappointing. It finished behind rivals such as Porsche and Audi as the 20th best brand out of 33, while its dealer network was voted the worst of these three premium makers in 28th position.

Still, the SVR should be safe, with six airbags, stability control, adaptive cruise control, autonomous braking and bigger brakes than the standard car. Euro NCAP hasn't crash tested the Sport just yet, but as the car is based on the standard five-star Range Rover, it should perform just as strongly.

Running costs 2.8/5

THE SVR is the least efficient car of our trio, claiming economy of just 22.1mpg. We only managed figures of 15.7mpg on test, although if you're in the market for an SVR, fuel consumption might not be your biggest concern.

It emits the most CO₂ here, churning out 298g/km. That results in an annual road tax fee of £500, but as all three cars fall into the 37 per cent Benefit in Kind band, it doesn't affect company car costs too much. However, the Sport will be slightly cheaper for business users than the Porsche.

The Range Rover is £124 cheaper than the Cayenne to buy outright, plus it has a similar level of standard equipment. LED headlamps aren't available on the SVR, but unlike with the Porsche and Audi RS6, it does get keyless entry.

Where the Sport does fall down is depreciation. It'll lose £50,500 over three years, which is £3,105 more than the Cayenne Turbo and a massive £10,980 more than the admittedly cheaper RS6.



Boot

LOAD bay is flat but small compared to Cayenne and RS6's. Individual rear bucket seats fold to increase space



Range Rov





er Sport SVR



CO₂/tax
298g/km
£500 or 37%



Practicality
Boot (seats up/down)
489/1,761 litres



Performance
0-60/30-70mph
4.5/3.9 seconds



Braking
70-0/60-0/30-0mph
50.2/37.0/9.6m



Running costs
15.7mpg (on test)
£118 fill-up



Interior

GOOD visibility, auto gearbox and electric tailgate provide everyday usability; 19-speaker Meridian stereo is excellent

Sat-nav

INFOTAINMENT system is now starting to show its age, as graphics are dated, plus it's unresponsive and long-winded to use

Modes

SVR gets driving mode selector knob in the centre console, with a more focused Dynamic setting now available



Practicality 4.2/5

WITH the rear seats in place, the SVR has the smallest boot of our trio, at 489 litres. There's only a small loading lip, but the Range Rover's tall ride height means the boot is quite high off the floor. So, you will have to lift luggage quite a way to load it in, which could be difficult if you're carrying heavy bags. Thankfully, the Sport has an access setting for the air-suspension that lowers the body down to help this.

Storage is good inside the SVR, and although it feels sporty, there's still lots of room on offer. Two cup-holders sit next to the gearlever and in front of a big central compartment underneath the armrest. There's another deep storage tray, while the Sport's thick doors allow for wide and deep storage bins, too.

Testers' notes

"Tweaks to the Range Rover Sport mean the SVR is noticeably better to drive than the regular car. However, ride quality and comfort aren't as good, so if you're after luxury, go for the standard V8 petrol."



Dean Gibson Dep. road test editor

MODEL TESTED: Porsche Cayenne Turbo

PRICE: £93,574 **ENGINE:** 4.8-litre twin-turbo V8, 512bhp

AE DIEHARD Porsche fans weren't impressed when the first Cayenne SUV was released back in 2002, but the brand has managed to attract a new group of customers by using its sports car know-how to build a great-driving 4x4. The £93,574 Cayenne Turbo model tested here refines that recipe even further, combining immense speed and agility with style and practicality.

Styling 3.9/5

WHEN Porsche first launched its Cayenne, looks were a major talking point. However, since then, the styling has evolved and it's become much more attractive. This facelifted version of the Mk2 car – tested here in Turbo guise – is the prettiest model ever produced.

Like the Range Rover, the Porsche is vast, but it hides its bulk well with some clever styling details. The low, rounded bonnet drops down to a big, bluff front end that features the LED running lights. LED headlamps with Porsche's new four-dot design give the Cayenne a sleek look, helped by the curving, coupé-like roof and more flowing profile.

Compared to its British rival, there are fewer design details on the Porsche's flanks, but the £2,279 optional 21-inch multi-spoke alloy wheels and gently flared wheelarches add an injection of visual presence. A big boot spoiler, a chunky rear bumper and large, quad exhausts complete the Porsche's sporty look, but compared to the square-set SVR, the Cayenne appears more subtle and carries less head-turning appeal.

Climb inside, however, and the Turbo instantly feels more like a sports car. Porsche's familiar, five-dial set-up sits right in front of you, while the lower driving position and high centre console give the impression of a performance coupé. This is reinforced by a steering wheel design that's been carried over from the brand's 918 hypercar.

Unfortunately, the interior layout isn't as attractive as the Range Rover's. The touchscreen infotainment system is much better, but the controls for the heating, suspension and off-road modes are scattered across the transmission tunnel. Plus, the labels are small and can be hard to read on the move.

Just like inside the SVR, the Cayenne's build quality feels solid and the finish is excellent, with lots of leather and metal detailing adding some sparkle. However, one gripe we have with the Cayenne is the options list. While you get a fair amount of kit, you still have to pay £446 for a parking camera and £744 for keyless go – features that come as standard on the Range Rover.

Driving 4.0/5

THE Cayenne Turbo's 512bhp V8 engine isn't quite as powerful as the SVR's, but it boasts a useful 70Nm more torque, at 750Nm. Yet the long gearing – fitted to boost efficiency – means the Porsche couldn't make this extra pulling power show.

It accelerated from 0-60mph in 4.3 seconds on test, but was actually slower than the SVR in the higher gears. However, the lighter Cayenne did stop shorter than the Range Rover, thanks to its mighty, £5,924 optional ceramic-composite brakes.

Like the SVR, the Porsche features a choice of Comfort, Sport and Sport Plus driving modes. In Comfort, the ride is controlled and composed, yet the chassis still feels unsettled over big bumps on

Testers' notes

"Cayenne's four-wheel-drive system is more intrusive than the Range Rover Sport's set-up. Drive the Porsche faster on country roads, and you can feel the electronics juggling power between the front and rear wheels. Grip isn't an issue in either of the SUVs here, but the Cayenne feels more balanced and composed than the SVR. The trade-off is a lumpier ride in the Turbo model compared to the smoother Range Rover."



James Disdale Road test editor

bad roads. Firm up the adjustable dampers, and the Turbo takes on a different, much sharper character.

There's a Sport Plus setting for the engine and gearbox, too, which quickens the eight-speed automatic's shift times and sharpens the throttle response. Even in this setting, though, the Cayenne's twin-turbo engine never feels quite as electrifying as the Range Rover's V8. Plus, it's much quieter.

You need to rev the Porsche's power unit hard to get the best from it; the acceleration is smooth and sustained compared to the SVR's instant and startling turn of speed, while the four-wheel-drive system makes for lots of grip in corners. The stiffer suspension set-up also gives the Cayenne better body control compared to the Range Rover. However, the Turbo's steering is very light and offers little feedback.

Ultimately, the Porsche is more capable than the Range Rover Sport, but next to the effervescent SVR, the Cayenne Turbo simply isn't as much fun to drive.

Ownership 4.0/5

PORSCHE fared well in our Driver Power 2014 satisfaction survey, finishing in sixth place overall. The brand's superb dealer network also fared extremely well, and was voted the third best of 33. The Cayenne was facelifted last year, but as it's based on Porsche's proven tech, the Turbo should prove reliable.

Six airbags come as standard, along with stability control. However, if you want lane departure warning with lane change assist, or adaptive cruise control, you'll have to dip into the options list. These cost £842 and £1,287 respectively.

Running costs 2.9/5

STRONGER residuals of 49 per cent mean the Porsche will lose around £3,100 less in value to depreciation than the Range Rover over three years. On top of this, it'll be slightly cheaper to run if you're a company car driver, although road tax is the same at £500 per year.

The Cayenne's greatest benefit comes from its fuel economy, however, as it returned 18.2mpg on test. Although this isn't particularly impressive, it does mean you'll spend £538 less than the SVR on fuel over 12,000 miles.

This will be cancelled out by the Porsche's pricier servicing, though. Routine maintenance for the first six years will come to £1,420, which is nearly twice as much as the five-year package Land Rover offers on the SVR. The Cayenne sits in insurance group 50 – the same as its rivals in this test – but our sample driver faces the highest annual premiums, at £928.



Porsche Ca





Cayenne Turbo



Brakes

YELLOW calipers highlight Cayenne's optional ceramic-composite PCCB brakes, which provide excellent stopping power; quad exhausts add a sporty touch



CO₂/tax
261g/km
£500 or 37%



Practicality
Boot (seats up/down)
670/1,780 litres



Performance
0-60/30-70mph
4.3/3.7 seconds



Braking
70-0/60-0/30-0mph
47.3/33.6/8.8m



Running costs
18.2mpg (on test)
£113 fill-up



Interior

HIGH centre console and dash add to sporty feel; touchscreen infotainment system is easy to use



Space

LARGEST boot on test is also versatile. There's storage under the floor around the sub-woofer speaker, as well as a ski hatch for long items

Practicality 4.4/5

AT 670 litres, the Cayenne's boot is 181 litres larger than the Range Rover's and the biggest of the three here. The lower ride height also means it's easier to lift items into. Stow the Porsche's split-folding rear seats, and capacity rises to 1,780 litres – 19 litres larger than the Range Rover's with its seats folded.

The Turbo's huge boot is enough for most everyday situations, whereas the smaller luggage area could limit practicality in the SVR. The tables are turned when it comes to cabin storage, however, as the Cayenne's interior is tighter. There are two handy drawers underneath the front seats, and the large glovebox is refrigerated, but the door bins aren't quite as big as the Range Rover Sport's.

Testers' notes

"Porsche's heritage of building brilliant sports cars is obvious in the Cayenne. The seating position and layout focus on the driver, but steering and chassis don't deliver the feedback of the Cayenne's smaller sibling, the Macan."



Sean Carson Senior road tester

MODEL TESTED: Audi RS6 Avant

PRICE: £78,040 **ENGINE:** 4.0-litre twin-turbo V8, 552bhp

AE THE Audi RS6 estate is a leftfield choice compared to the two super-SUVs here. Like the Range Rover and Porsche, it offers plenty of badge appeal, strong practicality, four-wheel drive and thrilling performance. Although its £78,040 purchase price is still high, the RS6 Avant undercuts the Range Rover Sport SVR by £15,410.

Styling 4.0/5

THE RS6's lines are incredibly aggressive and give the low-slung estate serious presence on the road, even when compared to the two tuned SUVs here. Audi's designers have enhanced the standard A6 Avant's lines with a deep, tarmac-skimming front bumper, huge, flared wheelarches and 20-inch alloy wheels. Even in our test car's understated metallic-silver paintwork, it demands serious attention.

A crease running back from the headlamps follows the shallow window line to the rear, giving the body a more menacing look. Meanwhile, at the rear there's a pair of fat tailpipes and a gloss-black bumper insert.

Audi has made the RS6's light signature very distinctive – the car gets LED headlamps with a sharp running light design that's reflected in the tail-lamps. There are also LED indicators that sweep in the direction you're turning. Together, this makes the Audi easily recognisable in the dark.

Like the exterior styling, the interior design is very precise and crisp, with lots of high-quality materials covering the dashboard and doors. You sit low down in the Audi's deep bucket seats, while the dash wraps around with a sweeping profile that incorporates the neat pop-out multimedia screen and, lower down on the centre console, the climate controls.

As you'd expect from an Audi, refinement and quality are brilliant. All the controls feel solid and expensive, while touches like the RS dials, aluminium pedals, extra carbon-fibre trim detailing and diamond seat stitching give the interior a much sportier feel than either the Range Rover or Porsche's.

At £78,040, you might expect the RS6 to be down on kit compared to the SVR, but there are plenty of gadgets on offer. LED headlamps, cruise control, nav and heated seats are all standard, but like the Porsche, a reversing camera and keyless go are optional.

The navigation system works well and is easy to control using the rotary metal wheel behind the gearlever, but this interface definitely feels a generation older than the new TFT display in the latest Audis – like the Mk3 TT – that replaces the dials with a digital screen. This upgrade would improve the RS6's interior even further.

Driving 4.5/5

WHEN it comes to performance, the Audi is in a different league to the SVR and Cayenne. It sprinted from 0-60mph in 3.5 seconds on test, while its in-gear acceleration was much quicker than either SUV. It was nearly five seconds faster than the Porsche from 50-70mph in eighth.

Like the Range Rover, the engine dominates the driving experience, and despite using two turbos to boost performance, throttle response at any revs is incredible. There's no turbo lag, while lots of low-down torque means the engine pulls strongly and keeps revving hard all the way to the red line.

Even in greasy conditions, you can use all of the V8's power thanks to Audi's reassuring quattro four-wheel-drive system. Accelerate hard, and the

Testers' notes

"In standard trim like our test car, Audi's RS6 is understated where the Range Rover is loud and brash, but it's still incredibly capable. The V8 turbo engine is strong across the rev range. For such a big car, it's agile, too, and with Audi's trademark quattro four-wheel drive, the RS6 serves up sensational, reassuring performance whatever the weather. As a fast family car with a spacious boot and an attractive, refined cabin, it's appealing."



Sean Carson Senior road tester

tyres dig into the road and fire you forward, while the clever, wavy brake disc design means the RS6 easily scrubs off speed, too.

You can adjust throttle response, engine sound, suspension stiffness and steering weight using Audi's Drive Select system, but on the road, the dampers are best left in Comfort mode. RS Audis haven't always had the best ride, although on our test car's standard 20-inch wheels and air-suspension, the RS6 was firm yet composed, taking the sting out of bad road surfaces. Set the system to Dynamic mode, and the chassis feels much harsher. Over bad roads, occupants will be thrown around a little, yet the wheels still don't thump over potholes.

There's more feedback relayed to the driver in the Audi than either the Porsche or Range Rover, but the steering and chassis are still lifeless by sports car standards. However, the incredible grip levels and ferocious acceleration give the RS6 great all-weather performance. Refinement is also excellent – the Avant is quiet on the motorway, yet the deep V8 rumble brings the car to life on a country road.

Ownership 3.7/5

AUDI split Porsche and Land Rover with a 12th-place finish in our Driver Power 2014 satisfaction survey. However, its dealers didn't fare so well, coming a lowly 26th out of 33. The RS6 is based on Audi's regular A6 model, which we've heard no horror stories about. So, using proven tech from across the range, the RS6 should be reliable.

Euro NCAP hasn't crash tested the estate yet, but the standard A6 was awarded a five-star rating. With six airbags and stability control as standard and Audi's £2,100 Assistance Pack on offer – featuring adaptive cruise control, pre-sense plus with braking assistance and active lane assist – we'd expect the RS6 to be safe.

Running costs 3.0/5

UNSURPRISINGLY, the lighter Audi is the most efficient car of our trio. On test, it returned 21.2mpg, which is respectable but still short of the brand's claims. Compared to the Porsche and the Range Rover, lower CO₂ emissions of 223g/km mean road tax is a more reasonable £285, even if a 37 per cent Benefit in Kind rate puts it in the top company car tax band.

But due to the RS6's lower purchase price, it'll cost higher-rate company car drivers around £4,000 less a year to run than the Cayenne Turbo. Audi's three-year, fixed-price servicing package works out just £20 more expensive than the Porsche's servicing costs, while residuals are on par with the Cayenne's.



Audi RS6



Practicality 4.1/5

A LOWER roofline compared to our SUV duo means the RS6's interior feels darker and tighter. There isn't as much room on offer, but it's still comfortable and practical. With 565 litres of luggage space, the boot is actually larger than the Range Rover's. Fold the rear seats down, and its maximum capacity trails both the SVR and the Cayenne, but the split-folding back bench folds almost flat.

Storage is a match for the 4x4s, but one area where the Audi can't compete is on visibility. The lower driving position makes for a less clear view, yet it's still easy to manoeuvre the RS6 in tighter spaces. Audi also offers an £810 reversing camera to help out here.

**CO₂/tax**

223g/km

£285 or 37%

**Practicality**

Boot (seats up/down)

565/1,680 litres

**Performance**

0-60/30-70mph

3.5/2.9 seconds

**Braking**

70-0/60-0/30-0mph

49.2/34.2/9.0m

**Running costs**

21.2mpg (on test)

£85 fill-up

HEAD TO HEAD



Total costs

ALL three of these cars cost a significant amount to buy, but the purchase price is just the tip of the iceberg.

If you're a company car driver paying income tax at the higher rate, the Range Rover Sport SVR will be the priciest model to own.

Factor in depreciation, company car and road tax, fuel costs, servicing and insurance, and the total cost to run an SVR for three years comes to more than £105,000 – or just over £10,000 more than the cost of the car itself. Add on between £1,000 and £2,000 more for tyres if it needs them.

The Cayenne Turbo is only marginally cheaper, as with the same things considered as the Range Rover, it will set you back just under £101,500 in three years. Again, this is a significant amount more than the car's sticker price.

In this company, the Audi looks like great value given the level of performance and practicality on offer. Strong residual predictions and a cheaper purchase price mean the RS6's total three-year cost is around £85,000 – the smallest sum here, but still an eye-watering amount of money.

“Audi looks like great value given the level of performance and practicality on offer”

Avant

Design

FLARED wheelarches, deep bumpers and big wheels transform the standard A6 Avant into a muscular, aggressive-looking estate car. Supportive sports seats and high-quality materials set interior apart



Boot space

MAXIMUM boot capacity of 1,680 litres isn't far short of the SUV duo's, while low seating position in rear means headroom is good. There's room for three in the back



Testers' notes

“With the RS6, keeping it simple is the key to a satisfying driving experience. Don't be tempted by the larger alloy wheel options and £1,210 Dynamic steering set-up, as they spoil the Audi's excellent ride and handling balance.”



Dean Gibson Dep. road test editor

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Figures

Range Rover Sport SVR



Audi RS6 Avant



Porsche Cayenne Turbo



On-the-road price/total as tested	£93,450/£106,050	DEPRECIATION	£78,040/£79,730		£93,574/£107,293	
Residual value (after 3yrs/30,000)	£42,950/46.0%	RANGE Rover will lose a staggering amount of money in three years.	£38,497/49.3%		£46,179/49.4%	
Depreciation	£50,500	Lowest residuals of our trio mean it'll be worth £42,950.	£39,543		£47,395	
Annual tax liability std/higher rate	£6,830/£13,660		£5,731/£11,463		£6,839/£13,678	
Annual fuel cost (12k/20k miles)	£3,918/£6,531		£2,902		£3,380/£5,634	
Ins. group/quote/road tax band/cost	50/£858/M/£500		50/£608/K/£285		50/£928/M/£500	
Cost of 1st/2nd/3rd service	£749 (5yrs)		£40p/m (3yrs)	SERVICING	£450/£520/£450 (6y)	ENGINE
				AUDI'S fixed-price servicing scheme works out more expensive than Porsche's. Variable intervals also mean it might only cover the first two years.		CAYENNE is down on power compared to SVR, but extra torque means Porsche is faster from 0-60mph. However, it's the slowest in-gear.
Length/wheelbase	4,850/2,923mm		4,979/2,915mm		4,855/2,895mm	
Height/width	1,780/2,073mm		1,461/1,936mm		1,702/1,939mm	
Engine	V8 s'charged/5,000cc		V8 twin-turbo/3,993cc		V8 twin-turbo/4,806cc	
Peak power	542/6,000 bhp/rpm		552/5,700 bhp/rpm		512/6,000 bhp/rpm	
Peak torque	680/2,500 Nm/rpm		700/1,750 Nm/rpm		750/2,250 Nm/rpm	
Transmission	8-spd auto/4wd		8-spd auto/4wd		8-spd auto/4wd	
Fuel tank capacity/spare wheel	105 litres/sealant		75 litres/sealant		100 litres/sealant	
Boot capacity (seats up/down)	489/1,761 litres	BOOT SPACE	565/1,680 litres		670/1,780 litres	
Kerbweight/payload/towing weight	2,335/665/3,000kg	DESPITE its boxy shape and huge dimensions, the SVR's boot only offers as much space as a mid-size MPV's.	1,950/630/2,100kg		2,260/710/3,500kg	
Turning circle/drag coefficient	12.1 metres/N/A	A powered tailgate gives practicality a boost, though.	11.9 metres/N/A		11.9 metres/0.38Cd	
Basic warranty (miles)/recovery	3yrs (unlimited)/3yrs		3yrs (60,000)/3yrs		3yrs (unlimited)/2yrs	
Service intervals/UK dealers	1yr (16,000)/130		Variable/121		2yrs (20,000)/36	
Driver Power manufacturer/dealer pos.	20th/28th		12th/26th		6th/3rd	
Euro NCAP: Adult/child/ped./points	N/A		N/A		N/A	
				ACCELERATION		DEALERS
0-60/30-70mph	4.5/3.9 secs		3.5/2.9 secs	THE Audi's 0-60mph time is incredible and is enough to rival some exotic supercars'; performance advantage shows everywhere.	4.3/3.7 secs	PORSCHE has fewer dealerships than Land Rover or Audi, but its network was rated very highly by owners in our Driver Power 2014 satisfaction survey.
30-50mph in 3rd/4th	2.4/3.1 secs		2.0/2.6 secs		2.9/4.3 secs	
50-70mph in 5th/6th/7th/8th	4.5/5.8/7.7/11.4 secs		3.1/4.2/6.2/10.8 secs		4.2/5.9/9.5/15.5 secs	
Top speed/rpm at 70mph	162mph/1,650rpm		155mph/1,700rpm		173mph/1,600rpm	
Braking 70-0/60-0/30-0mph	50.2/37.0/9.6m		49.2/34.2/9.0m		47.3/33.6/8.8m	
Noise levels outside/idle/30/70mph	72/49/57/67dB		68/51/59/67dB		66/48/61/69dB	
Auto Express econ (mpg/mpl)/range	15.7/3.5/363 miles		21.2/4.7/350 miles		18.2/4.0/400 miles	
Govt urban/extra-urban/combined	15.4/29.1/22.1mpg		21.1/38.2/29.4mpg		18.2/32.5/25.2mpg	
Govt urban/extra-urban/combined	3.4/6.4/4.9mpl		4.6/8.4/6.5mpl		4.0/7.2/5.5mpl	
Actual/claimed CO ₂ /tax bracket	416/298g/km/37%		308/223g/km/37%		359/261g/km/37%	
				CO₂		BRAKING
Airbags/Isofix/park sensors/camera	Six/yes/yes/yes		Six/yes/yes/£810	ALL three cars' V8 engines emit lots of CO ₂ , but it's the lighter Audi that's the most efficient – although it still costs £285 to tax for a year.	Six/yes/yes/£446	PORSCHE is the only car here with ceramic brakes. PCCB option is costly, but greatly improves stopping distance, as our test figures show.
Auto gearbox/stability/cruise control	Yes/yes/yes		Yes/yes/yes		Yes/yes/yes	
Climate control/leather/heated seats	Yes/yes/yes		Yes/yes/yes		Yes/yes/yes	
Metallic paint/xenon lights/keyless go	Yes/yes/yes		Yes/LED/£750		Yes/LED/£744	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes		Yes/yes/yes/yes	

Results

RANGE ROVER 1st

FOR those who want an ultra-exclusive SUV with incredible performance, look no further. The SVR's badge appeal and sense of theatre on the road mean it just knocks the Audi into second spot. It trails its rivals in terms of practicality, but that's not a significant issue. It trades a little of the standard car's subtlety for speed – thus adding something new to the line-up.



AUDI 2nd

IT'S faster, cheaper and more practical than the Range Rover Sport, but the RS6 is also more subdued. In this company, where image counts double, the understated Audi doesn't shout quite so loud, which could actually be a bonus. There's no denying the supercar-rivalling performance, but it can't match the SVR's more bespoke nature and sense of occasion.



PORSCHE 3rd

FOR a near-£100,000 car, the Cayenne Turbo is let down by its anonymous looks. The engine isn't as feisty as its rivals', either. The Porsche has the edge over the SVR on the road – with a more sophisticated chassis – and it's more practical, but it doesn't delight and thrill like the Range Rover and isn't as fast or capable as the Audi. Yet don't overlook the vast boot and cabin.



RIVALS

Other SUVs to consider...

Mercedes GL 63 AMG
PRICE: £93,360 ENGINE: 5.5-litre V8, 549bhp

FOR £90 less than the SVR, the seven-seat GL 63 allows you to scare an extra pair of passengers with supercar pace in an SUV package. Mercedes claims the GL can manage 0-62mph in 4.9 seconds, and when you're not using the rearmost seats, you get a 680-litre boot.



Jeep Grand Cherokee SRT8 Red Vapor Ed.
PRICE: £65,009 ENGINE: 6.4-litre V8, 461bhp

THE US is the home of the V8, so why not try a piece of all-American muscle? The special-edition Red Vapor Jeep Grand Cherokee is just as in-your-face as the SVR, while its five-second 0-60mph time is equally crazy. Plus, you'll pocket nearly £30k, which could pay for a track car and trailer.



Off the beaten track

New Subaru Outback offers a practical estate alternative to an SUV. Can it leave Skoda's Superb Outdoor trailing in the mud?

Pictures: Otis Clay Location: Bruntingthorpe Proving Ground, Leicestershire



AE IF you want a car with plenty of practicality, lots of comfort and decent off-road ability, your choice isn't only limited to an SUV. There's a growing group of high-riding estates that offer vast amounts of space, come loaded with useful kit and won't get flummoxed by a patch of wet grass, which provide an alternative to a conventional 4x4. This is exactly what Subaru's new Outback aims to deliver

and – now in its fifth generation – it's more upmarket than ever. It might not boast the same sense of style as most off-roaders, but its rugged looks and great all-terrain capability have huge appeal – and it's cheaper than many SUVs, too.

The four-wheel-drive Subaru has to face some stiff competition in this class, though. We've lined up another all-round family estate to rival it here,

in the form of the Skoda Superb Outdoor Plus 4x4 with the firm's punchy 168bhp turbodiesel and DSG gearbox. It's one of the best off-road estates on sale, and although we'll see an all-new Superb later this year, the current car still has a lot to offer.

To find out if the latest Outback has what it takes to beat the soon-to-be-replaced Skoda, we put the two cars head-to-head both on and off-road.



Subaru Outback 2.0D SE Premium Lineartronic

Price: £32,995

Engine: 2.0-litre 4cyl turbodiesel, 148bhp

0-60mph: 10.4 seconds

Test economy: 29.7mpg/6.5mpl

CO₂: 159g/km **Annual road tax:** £180



Skoda Superb Outdoor Plus 2.0 TDI 170 4x4 DSG

Price: £30,240

Engine: 2.0-litre 4cyl turbodiesel, 168bhp

0-60mph: 8.5 seconds

Test economy: 34.0mpg/7.5mpl

CO₂: 149g/km **Annual road tax:** £145



MODEL TESTED: Subaru Outback 2.0D SE Premium Lineartronic
PRICE: £32,995 **ENGINE:** 2.0-litre 4cyl, 148bhp

AE SUBARU is known for building dependable cars that are capable off-road, and with its new Outback it's combined this go-anywhere 4x4 heritage with a classier interior, even more refinement and plenty of space. Here we test the £32,995 Outback 2.0D SE Premium Lineartronic automatic.

Styling 3.4/5

PARK the Subaru side-by-side with the Skoda and it's easy to see that the boxy Outback matches the Superb Outdoor's extra off-road presence, even if it doesn't blend this with sleek design cues quite as well as its rival. The newcomer boasts plenty of dark plastic body trim around the bottom of the bumpers and side sills to reinforce its 4x4 credentials, and with its jacked-up ride height the added styling features give the car plenty of visual impact.

The headlamps are sharp, with an interesting LED running light design, and the big, gaping grille works with the Outback's chunky lines. Subaru's designers have tried to finesse the car's shape to improve the look and, complemented by bold rails, the roofline arcs back nicely to the rear, with a strong crease on the sides running into the tail-lights. However, there are still some awkward details, and at the back it's much more bland and blocky than its rival, with a flat boot and simple rear lamps.

At first glance the interior is a vast improvement on the old Outback's, but beneath the surface there are a few annoying quirks. While the touchscreen infotainment system is relatively easy to use, the glossy screen shows up fingerprint smudges and reflects light badly, making it difficult to see.

There's a mix of materials on the dash and centre console, too. The top of the dashboard is covered in soft-touch plastic, but lower down things are harder and feel cheap. We've no complaints about the Subaru's standard kit list, though – it includes cruise control, a reversing camera, heated leather seats, keyless go, sat-nav and Bluetooth. With the central touchscreen controlling many of the functions, the basic layout of the Outback's centre console is clean. The dash has been decluttered and doesn't look as busy as before, but it still feels dated.

It isn't the most chic interior, and it feels cheaper than the Skoda's, but quality is good and it should be robust enough to deal with knocks and bumps.

Driving 3.5/5

AS with the petrol turbo in its hot WRX STi, Subaru uses the familiar 'boxer' layout in the Outback's 2.0-litre diesel. This isn't always great for refinement, but in the estate it's smooth and quiet.

On the move the car feels calm and composed thanks to its soft suspension set-up, and it's only big bumps that upset the body. The CVT automatic box adds to the comfortable drive, too. This has seven 'steps' to mimic ratios, making it feel like a regular auto – it's a big improvement, but the gearbox is still slow to respond to inputs with the accelerator.

However, Subaru has worked hard to eradicate the annoying surge and screaming revs you usually get with a CVT, which means it's more relaxing under acceleration. The engine pulls progressively, too, and with 350Nm of torque produced low down at 1,600rpm, there's a steady level of performance on offer. Even at normal speeds the car rolls around in corners, and the tall, squidgy tyres mean the steering isn't very precise. Still, plant your foot

Testers' notes

"Subaru's efforts with the Outback's CVT auto box have resulted in a real improvement. It's much smoother and more refined than its predecessor. The X-mode feature with hill-descent control changes the gearbox programming, and it's where the Outback really comes into its own. The car feels robust on loose ground and can easily tackle thick mud – just watch for deep ruts and boulders, as the front bumper limits ground clearance."



James Disdale Road test editor

in a bend and you can feel the Outback's symmetrical all-wheel-drive system shuffling power around in order to maximise the available grip.

While this is reassuring on the road, it also helps off it. The Subaru features an 'X-mode' button that optimises the engine, box and 4WD system to boost performance off-road. Even on normal tyres there's a surprising amount of traction, but the Outback's chunky bumpers limit ground clearance, meaning deep mud is the most you'll be able to tackle.

Ownership 4.3/5

SUBARU showed its strong reputation for dependability in our Driver Power 2014 survey, finishing as the seventh most reliable brand. Its dealers were the 16th best for customer satisfaction, too – but while these are decent results, it still can't match Skoda's excellent all-round performance.

We've not heard of any problems with the new Outback, but if one should crop up, you might have to travel a little way to get it fixed as there are only 59 dealers across the country.

The Subaru has seven airbags, and with permanent four-wheel drive there's extra peace of mind if conditions get tricky. SE Premium-spec cars with the Lineartronic box also get Subaru's EyeSight system as standard, which includes adaptive cruise control, lane-departure warning and an automatic braking feature that can apply the stoppers for you at up to 30mph to help prevent a crash.

Running costs 3.1/5

FOUR-wheel drive and the CVT gearbox eat into the Outback's fuel economy figure, and on test we managed only 29.7mpg – that's some way off Subaru's 46.3mpg claim.

A higher list price and less efficient engine compared to competitors mean the Outback will be relatively expensive to run as a company car. A Benefit in Kind rating of 29 per cent means yearly bills of £2,175 on the lower tax rate and £3,625 for business users earning at the higher rate.

The CO₂ emissions of 159g/km mean inflated road tax, too – at £180 a year, the Outback is £35 more expensive to tax than the Superb. On top of this, the Subaru is slightly more costly to insure, at £425 for our sample driver.

The manufacturer has yet to announce servicing costs for the new Outback, but we predict it should be relatively affordable. However, as service intervals are 8,000 miles shorter than the Skoda's, you'll have to visit the dealer more frequently.



Subaru Ou





back



Boot space

FAMILY estates need to offer plenty of luggage room, and the Subaru has impressive 1,848-litre maximum capacity – but that can't match Skoda



Boxer engine

FLAT-four boxer diesel is smooth and quiet on the move, but its lower power output means you have to rev it harder – which contributed to poor on-test fuel economy



CO₂/tax
159g/km
£180 or 29%



Practicality
Boot (seats up/down)
559/1,848 litres



Performance
0-60/30-70mph
10.4/10.7 seconds



Braking
70-0/60-0/30-0mph
50.6/38.1/9.7m



Running costs
29.7mpg (on test)
£71 fill-up



Sat-nav TOUCHSCREEN infotainment system comes as standard on SE Premium models, but eighties' graphics look cheap



Interior

CABIN is roomy, with plenty of legroom helping rear passengers to get comfortable and a standard-fit sunroof adding to the airy feel

Practicality 4.4/5

THERE'S lots of space inside the Outback, with plenty of rear legroom, and thanks to the sunroof fitted as standard to our test model, the cabin felt lighter and more airy than the Skoda's.

Luggage area is more limited, though, as the Outback's boot is 74 litres down on the Skoda's with the rear seats in place, and 17 litres smaller with them folded. SE Premium trim includes a power tailgate – useful if you've got your hands full of shopping bags.

The wide cabin means there's a decent amount of storage space, with a large compartment in front of the gearlever, two cup-holders in the centre console, a central storage area under the armrest between the front seats and big door bins.

Testers' notes

"Subaru's excellent reliability record should give you plenty of reassurance, but the Outback could prove more costly than the competition to own. Residual values of just over 39 per cent aren't great."



Dean Gibson Deputy road test ed.

MODEL TESTED: Skoda Superb Outdoor Plus 2.0 TDI 170 4x4 DSG

PRICE: £30,240 **ENGINE:** 2.0-litre 4cyl, 168bhp

AE THE current Skoda Superb Outdoor is one of the best 4x4 estates in the business, offering plenty of practicality, attractive design and decent off-road ability at an affordable price. For this test we've lined the £30,240 Outdoor Plus 4x4 170 DSG auto up against the new Subaru.

Styling 4.0/5

SKODA now sells only the Plus version of the Outdoor, so although the car in these pictures is a regular Superb Estate Outdoor 4x4, there's no visual difference – and that's a good thing, as the chunky looks lend the car an appealingly rugged edge.

The first thing you notice is the Outdoor's smart but stout design, which gives it an air of solidity. The Skoda's raised ride height and matt-grey body extensions take the standard, understated, regular load-carrier and turn it into a car that looks much more suited to weekend adventures. While the changes over a regular Superb are still relatively subtle, with the contrasting colours of the bumpers, large 18-inch alloy wheels and metallic paintwork, our Outdoor test car certainly looks the part.

Neat details are dotted all over the Superb, from the low-down silver inserts on the front and back bumpers to the contrasting bright roof rails that mean you can fit a roof box for extra practicality. A fluted bonnet runs down into Skoda's trademark grille, but as with the standard car, the Superb's look has been kept relatively fuss-free with just a couple of defined creases that catch the eye.

The estate's gentle, flowing roofline accentuates the Skoda's length; at more than 4.8 metres long it's a big car, but the good news is that there's plenty of space inside. Even tall adults won't struggle to get comfortable in the back, and with loads of leg and headroom the rear compartment is larger than the already-spacious Subaru's.

Sit in the front, and straight away it's obvious that the Superb is more upmarket than the Outback. The layout is more logical and material quality is better, although the infotainment system is now showing its age and makes the Superb feel a generation behind some newer stablemates.

As with the Subaru, the Skoda boasts a leather interior as standard, and there's a generous level of equipment. While the Superb Outdoor is no longer available, the higher-spec Plus model is still on sale, and it comes with extra goodies such as parking sensors, cruise control, heated leather seats, sat-nav, a DAB radio and Bluetooth. Unlike the Outback, though, you'll have to pay for metallic paint (£535), xenon headlights (£1,150) and keyless go (£400).

Driving 3.9/5

THE Skoda is 20bhp up on the Subaru, with 168bhp from its 2.0-litre turbodiesel engine. These cars produce the same 350Nm of torque at similar revs, but the Superb's lighter kerbweight meant it was noticeably faster during our test.

It completed the 0-60mph sprint in 8.5 seconds – that was nearly two seconds quicker than the Outback – although our test models were closely matched when it came to in-gear acceleration.

On the downside, the Superb isn't as refined. The engine is punchier, but rev it hard and the engine grumbles away under the bonnet. It's at its worst under hard acceleration and at higher revs, but if you settle down to a gentle cruise on

Testers' notes

"Compared to the Subaru, the Skoda is faster, cheaper and more economical. If your off-road needs aren't that great, then the Superb Outdoor arguably offers more – especially if you're selective with the options to carefully upgrade the car's spec. Skoda also offers a three-year/30,000-mile fixed-price servicing package, which is a good way to save money on routine maintenance at Skoda's main dealers."



Sean Carson Senior road tester

the motorway it's noticeably quieter – as our noise meter readings show (Page 65).

There are no clever off-road modes in the Skoda, so combined with its lower ride height and less generous ground clearance the Superb isn't a match for the Outback away from the tarmac. If all you'll be doing is crossing wet, muddy fields, though, the Superb will be up to the challenge.

Happily, the benefit is that this model is better to drive on the road. The steering is more precise and there's less body roll, which gives a better connection between you and the car, and inspires more confidence in poor conditions.

It's helped by the snappy DSG dual-clutch gearbox. This is as smooth as the Subaru's transmission in everyday driving, but reacts much faster to a sharp burst of acceleration. It'll kick down quicker and shift up sooner, and really suits the Skoda's gutsy engine.

Ownership 4.8/5

SKODA always comes out well in our annual Driver Power owner satisfaction survey; last year it finished first. Its dealer network also impressed, with its 89.1 per cent rating good enough for fifth spot. There should be no reliability problems, either, as the Superb was voted the third best car to live with in 2014.

The Skoda should be safe, too. Euro NCAP gave the car a full five-star score when it put it through its crash tests. However, the assessment has moved on since this original rating in 2009. The car gets seven airbags, stability control and a function to help with hill starts as standard – but, unlike the Subaru, autonomous braking and lane-keep assist aren't available on the options list.

Running costs 3.8/5

ACCORDING to our test figures, the Superb recorded fuel economy of 34mpg, which means it'll cost £275 less than the Subaru over 12,000 miles. It'll be cheaper to run in other areas, too, with lower company car tax and projected servicing bills, stronger residual values at 41 per cent and cheaper insurance premiums for our sample driver. The Skoda is three insurance groups lower than the Outback, sitting in group 23, even though it doesn't feature any autonomous safety aids.

While the Subaru is £2,755 more to buy than the Superb as standard, the price difference levels out if you spec your Skoda up with a similar level of kit. It costs £33,175 – including the £1,150 panoramic glass roof – with comparable options to its rival, showing what good value the Subaru is.



Skoda Superb



Practicality 4.8/5

THERE'S an incredible amount of space on offer in the Superb's load bay – 633 litres with the rear seats in place and an enormous 1,865 litres if you drop them. You get a decent amount of storage under the boot floor, too, although the space out of sight isn't quite as deep as the Outback's underfloor cubbyhole.

Inside, Skoda's 'simply clever' storage solutions offer plenty of useful space – they include a trinket tray for mobile phones and other equipment in front of the gearlever, as well as a deep compartment between the front seats. Plus, tucked away inside each of the Superb's rear doors is a handy umbrella.

**CO₂/tax**149g/km
£145 or 27%**Practicality**Boot (seats up/down)
633/1,865 litres**Performance**0-60/30-70mph
8.5/8.4 seconds**Braking**70-0/60-0/30-0mph
51.2/37.0/9.3m**Running costs**34.0mpg (on test)
£71 fill-up

HEAD TO HEAD

Towing ability

WITH their four-wheel-drive traction and torquey diesels, these two cars are perfect tow vehicles. The Skoda has a slight advantage, thanks to a towing capacity of 2,000kg, compared to 1,800kg for the Outback.

Skoda offers a detachable towbar for £255, while Subaru has a similar set-up for £329, or a retractable version for £917.



Rugged design

BOTH cars get extra styling cues to highlight the off-road element. The big plastic bumpers look tougher and should stand up to abuse better on uneven ground. While the Skoda better combines this with the standard Superb's more elegant looks, the Outback is more stylish than before.



Safety kit

SUBARU'S EyeSight set-up uses two cameras mounted above the rear-view mirror to detect objects ahead. The lenses can even recognise the colour of brake lights to slow the car earlier, helping boost safety by applying the brakes to try to avoid a crash.

ererb

Handling

LARGE 18-inch wheels, low-profile tyres and a lower ride height might limit the Skoda's all-terrain ability, but they mean it's reassuring and more composed on the road; 4x4 drivetrain gives excellent wet grip

Interior

QUALITY Superb has a more logical layout and uses better materials than rival here, although infotainment system is now showing its age



Rear seats

WITH large, wide-opening rear doors and a lot of back seat space, the Skoda is family friendly. Hard-wearing finish will put up with rigours of life, too



Testers' notes

"The Subaru and Skoda both give an alternative to more conventional off-roaders, which tend to be more premium, design-focused cars. If you're after quality and style over value for money, the Superb's a more convincing choice."



James Disdale Road test editor



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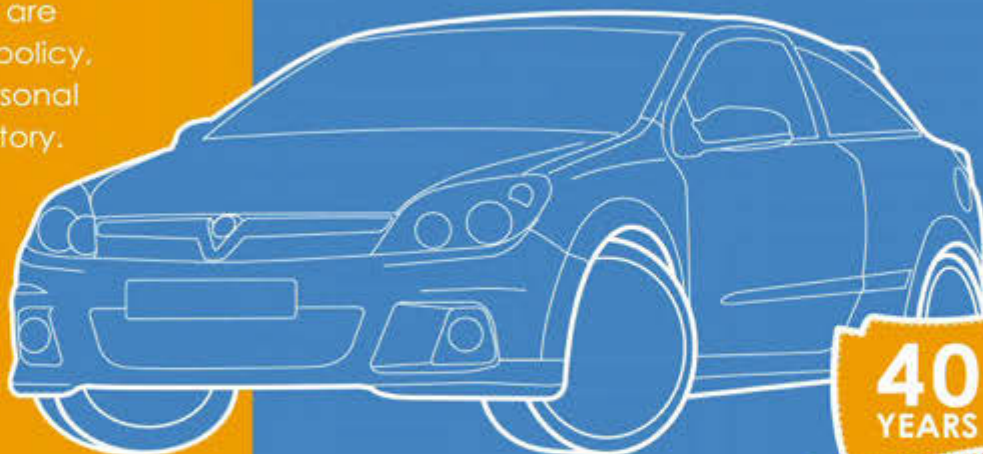
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Figures

Skoda Superb Outdoor Plus 2.0 TDI 170 4x4 DSG

Subaru Outback 2.0D SE Premium Lineartronic


On-the-road price/total as tested	£30,240/£30,775	£32,995/£32,995	RESIDUALS
Residual value (after 3yrs/30,000)	£12,474/41.3%	£13,050/39.6%	LOWER residual value means the pricier Subaru will lose £2,179 more than the Skoda over three years.
Depreciation	£17,766	£19,945	
Annual tax liability std/higher rate	£1,651/£3,302	£1,900/£3,800	
Annual fuel cost (12k/20k miles)	£1,900/£3,166	£2,175/£3,625	
Ins. group/quote/road tax band/cost	23/£399/F/£145	26/£425/G/£180	
Servicing costs	£479 (3yrs/30k)	TBC	SERVICING PACK
			AT the time of going to press, Subaru hadn't yet announced servicing prices for its new estate. We still expect Skoda's three-year package to be better value.
Length/wheelbase	4,833/2,761mm	4,815/2,745mm	
Height/width	1,511/1,817mm	1,605/1,840mm	
Engine	4cyl in-line/1,968cc	4cyl flat-four/1,998cc	
Peak power	168/4,200 bhp/rpm	148/3,600 bhp/rpm	
Peak torque	350/1,750 Nm/rpm	350/1,600 Nm/rpm	
Transmission	6-spd auto/4wd	CVT/4wd	
Fuel tank capacity/spare wheel	60 litres/sealant	60 litres/sealant	
Boot capacity (seats up/down)	633/1,865 litres	559/1,848 litres	
Kerbweight/payload/towing weight	1,581/638/2,000kg	1,691/439/1,800kg	
Turning circle/drag coefficient	10.8 metres/0.29Cd	11.0 metres/N/A	
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs	5yrs (100,000)/3yrs	
Service intervals/UK dealers	20,000 miles (2yrs)/135	12,000 miles (1yr)/59	
Driver Power manufacturer/dealer pos.	1st/5th	16th/4th	
Euro NCAP: Adult/child/ped./stars	90/81/50/5 (2009)	85/87/70/5 (2014)	
			PERFORMANCE
0-60/30-70mph	8.5/8.4 secs	10.4/10.7 secs	OUTBACK'S in-gear acceleration times were a match for the Superb 4x4's, even though it's heavier and has less power.
30-50mph in 3rd/4th	3.6/4.9 secs	4.0/4.8 secs	
50-70mph in 5th/6th	7.1/9.1 secs/N/A	7.0/9.1/11.1 secs	
Top speed/rpm at 70mph	135mph/2,100rpm	119mph/1,900rpm	
Braking 70-0/60-0/30-0mph	51.2/37.0/9.3m	50.6/38.1/9.7m	
Noise levels outside/idle/30/70mph	65/55/58/60dB	63/60/66/68dB	
Auto Express econ (mpg/mpl)/range	34.0/7.5/449 miles	29.7/6.5/392 miles	
Govt urban/extra-urban/combined	49.6/55.4/41.5mpg	37.7/53.3/46.3mpg	
Govt urban/extra-urban/combined	10.9/12.2/9.1mpl	8.3/11.7/10.2mpl	
Actual/claimed CO ₂ /tax bracket	223/149g/km/27%	255/159g/km/29%	STANDARD KIT
			SE Premium spec has plenty of high-end kit as standard, including sat-nav, keyless go and a reversing camera. But you can't get xenon lights.
Airbags/Isofix/park. sensors/camera	Seven/yes/rear/no	Seven/yes/no/yes	
Automatic box/stability/cruise control	Yes/yes/yes	Yes/yes/yes	
Climate control/leather/heated seats	Yes/yes/£250	Yes/yes/yes	
Metallic paint/xenon lights/keyless go	£535 /£1,150/£400	Yes/no/yes	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes	Yes/yes/no/yes	

ENGINE
THESE cars serve up similar torque, but Superb's more powerful engine delivers a bigger mid-range kick.

DRIVER POWER
SUBARU'S showing in our Driver Power survey was good, but it can't match Skoda's results. Buyers love the brand's strong reliability and great dealer service.

LOWER CO₂
DESPITE its more powerful engine, the Skoda emits less CO₂ than the Subaru. Combined with a lower list price, this means cheaper running costs (see above).

Results

SKODA

EVEN though the current Superb is on the way out, it beats the Subaru to the top spot due to its blend of quality, performance and massive practicality. The Outdoor's design changes give a touch of extra style, but ultimately off-road ability isn't great. However, owners aren't likely to venture far off the beaten track, and on the road the Superb Outdoor is surefooted and more alert.



1st

SUBARU

IT'S hard to ignore the Outback's standard spec, but next to the Skoda it still doesn't have much of a premium feel. Add in the fact it's slower, not as enjoyable to drive, less economical and pricier to buy, and the Subaru's superior off-road performance simply isn't enough to send it to the top of the class. It's a big improvement over the old car, though, and it's good value, too.



2nd

In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

COMING SOON

Is it worth waiting for this model?



Volvo V60 Cross Country

DUE: Summer 2015

PRICE: £30,195-£38,025

THE V60 Cross Country is set to slot into the range between Volvo's V40 Cross Country and XC70. If you want 4WD, you need the D4 SE Nav Geartronic auto, but this costs a hefty £35,275. The 2WD cars are better value and still have the looks of a crossover estate.



Deals & discounts

Facts, figures and advice powered by carbuyer.co.uk

carbuyer
co.uk

ALL Outback models are available on Subaru's finance deal, including the SE Premium Lineartronic diesel we've tested here.

The contract is based on a deposit of around £10,420 and a £1,000 contribution from Subaru, with 48 monthly payments of £299. Interest is charged at 6.9 per cent, and you'll need to find a further £11,780 to buy the car outright at the end of the four-year deal.

This works out at a total of £36,555 compared to the car's £32,995 list price. And if you're willing to haggle, you should be able to get £1,000 off as a cash buyer, too.

Given that Skoda's current Superb will be replaced in June, with a new Outdoor 4x4 estate set to follow soon after, there are deals to be had on the outgoing car for both cash buyers and those looking for finance offers.

We've seen as much as £6,500 off the same 168bhp four-wheel-drive DSG version tested here, taking the price down to less than £24,000 and representing incredible value for money. With a £1,000 deposit, you can negotiate a PCP deal with 36 monthly payments of £330.



What do you think?

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Alpina D3 Biturbo

FIRST REPORT Twin-turbodiesel supersaloon mixes huge pace with 45mpg returns



Steve Sutcliffe
mail@dennis.co.uk

AE THEY do things differently at Alpina. Always have done and, hopefully, always will do. Which is why the D3 you see here is such an intriguing car to run day in, day out – because it really does do some things that you categorically don't expect from a model with a turbodiesel engine pumping away beneath its bonnet.

In its own individual way, the car draws a particular kind of admiration from people who know what it is, and think they understand what it can do. In reality, though, nothing can prepare you for what the D3 feels like to drive. Its 3.0-litre twin-turbo engine produces so much torque, which in turn provides it with such a huge hit of mid-range acceleration, that most people who travel in it can't believe what's happening to begin with.

Even on half throttle it has enough performance to deal with most other cars on the road. And at full throttle, especially in fourth or fifth gear when the full 700Nm is unleashed, it can stay with pretty much anything, including BMW's own M3. Which

is quite something considering it'll also return 40-45mpg on most journeys, with only occasional forays down into the high 30s if it's driven really hard for long periods of time at considerable speed.

Yet the flipside to running the D3 every day is how practical and civilised it feels when I dial everything back to Comfort and just use it as if it were any other 3 Series. Then, it transforms itself into one of the most easy-going cars you could ever wish to live with, featuring a beautifully relaxed ride quality, light and easy electric power-steering and a perfectly behaved eight-speed semi-automatic gearbox.

It also features one of the best cabins in the business – one that happens to have two of the most soothingly comfortable front seats you'll ever nestle your backside upon.

It's easy to get carried away with the options list on Alpinas. Some of the leathers offered from the factory are delicious to the touch and exquisite on the nose, but they can cost many thousands of pounds extra. But this particular D3 has what I'd describe as the only options you'd ever want: the so-called Professional Navigation system,

a few extra bits and bobs inside and out, plus a limited-slip differential. Depending on how you look at it, this gives the D3 plenty of agility – or a hooligan streak.

As you can see from the photo opposite, combined with the Alpina engine's huge amount of torque, you can drive the car hard and adjust its cornering line using the throttle. It's still nicely balanced in everyday driving, though, and feels perfectly safe, with lots of grip from the sticky Michelin tyres.

Total on-the-road cost of the standard car is £46,950, but with the above options our D3 comes to £54,440. And at that price it has to represent one of the most compelling bargains of the moment among the world of high-performance saloons, even if its diesel engine doesn't produce as good a soundtrack as a factory M3.

So far, after just over 7,500 miles, not a thing has gone wrong with our car. I've also had some Alloy Gators fitted to prevent those lovely 19-inch wheels from being kerbed. The Gators cost £180 including fitting, which is an awful lot less than it would be to refurb one of those rims if the unthinkable happened.



“Nothing can prepare you for what the Alpina D3 feels like to drive”

NEED TO KNOW

Turbodiesel engine delivers simply incredible performance, but mixes this with fuel economy of close to 45mpg

NEED TO KNOW

Interior retains basic 3 Series architecture but gets neat, bespoke Alpina touches such as blue dials



Pete Gibson



CO₂/tax
139g/km
£130 or 25%



Practicality
Boot
480 litres



Running costs
42.1mpg (on test)
£68 fill-up

Second opinion

"Subtle but effective alterations to the Alpina D3 give this diesel supersaloon some extra on-road presence over the standard BMW 3 Series on which it's based. It gets four fat tailpipes, hinting at the extra performance from the twin-turbodiesel. Alpina's trademark multi-spoke wheels look chunky and are complemented by a deeper front bumper and small bootlip spoiler. If you want your D3 to shine a bit more brightly, there's an optional graphics pack, too."



James Disdale Road test editor

**Boot space**

MASSIVE performance meets huge practicality in the Alpina. Its 480-litre boot swallows plenty, while eight-speed auto is smooth and sublime

**Essentials****Alpina D3 Biturbo**

On fleet since: March

Price new: £46,950 (£54,440)

Engine: 3.0-litre 6cyl, twin-turbodiesel, 345bhp

CO₂/tax: 139g/km/£130

Options: Piano-black interior trim (£490), electric seats with memory (£945), electric folding mirrors (£300), black high-gloss exterior trim (£230), split-folding rear seats (£345), sun-protection glass (£265), anthracite headlining (£215), professional nav with Internet and USB (£2,810), limited-slip differential (£1,890)

Insurance*: Group: 50 Quote: £675

Mileage/mpg: 7,750/42.1mpg

Any problems? None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



WE LIKE Adjustable dampers give Jekyll and Hyde appeal. The D3 is rampant in Sport mode, but in Comfort the soft suspension means it's a great cruiser, too



WE DON'T Multi-spoke alloys are gorgeous, but the low-profile tyres make it too easy to graze a kerb when parking. Alloy Gators are cheap solution to protect rims

**Verdict**

COULD the Alpina D3 be the perfect everyday car? Quite possibly. Strong fuel economy and effortless usability combine with scorching mid-range punch, excellent refinement and precise handling to deliver the best of both worlds whenever and wherever you want it.



Our cars



Jonathan Burn

Jonathan_Burn@dennis.co.uk

AE OUR trusty little Hyundai i10 has been in it for the long haul. After 10 months on the Auto Express fleet, the city runabout will soon be leaving us. During its time in our hands, it's proven cheaper to use than public transport and is even capable of shaming its bigger brother, the i20, with its sheer breadth of abilities.

As well as seeing plenty of action in central London, the i10 has been a frequent visitor to the long stay car park at Heathrow Airport – every week brings an international new car launch on Britain's biggest-selling weekly car magazine. And judging by the number of parking receipts it's racked up, whether in my hands or with colleagues, the Hyundai has been the perfect tool for the job.

Its nippy 1.0-litre three-cylinder engine provides enough punch to zip through the capital's congested streets, while the grown-up chassis and well engineered powertrain are a perfect match for the bustling commuter arteries leading in and out of town. The dinky proportions also mean the i10's a doddle to squeeze into tight spaces, which is handy when you're in the battleground of an airport car park.

But the i10 is more than happy to operate well out of its comfort zone, too. A few months back, deputy road test editor Dean Gibson drove it all the way to North Wales to meet up with Hyundai's World Rally Championship team, and hustled it down part of the Wales Rally GB's Llyn Brenig stage (Issue 1,345). It didn't put a foot wrong on the 600-mile round trip and even took the rough of the stage in its stride.

That's what makes the i10 such an impressive little car. It can deal with anything you throw at it with minimal fuss, and you couldn't really ask any more



Hyundai i10

FINAL REPORT Airport runs, urban drives; city car's done it all



“Despite its size, i10 is a genuine five-seater – that's something none of its city car rivals is capable of”

from a car that starts at only £8,345 – it's little wonder our sister title CarBuyer.co.uk crowned it Car of the Year in 2014.

Best of all, despite its size, the i10 is a genuine five-seater. Okay, we'll admit you probably wouldn't want to spend too long three abreast in the rear, but it's something none of the i10's rivals is capable of. The Volkswagen up!, Toyota Aygo and Renault Twingo, as well as their assorted sister

models, only provide seating for two in the back, despite their more premium badges and steeper price tags.

And over the 8,000 miles we've put on the clock, not once has the Hyundai's average economy dipped below 42mpg, so it's as cheap to run as it is to buy. We're going to miss the i10's wide range of talents, and if you're in the market for a new city car, it should definitely be on your shortlist.

NEED TO KNOW

Nippy handling makes Hyundai perfect for town, while compact proportions are ideal for tight parking spaces



Second opinion

“While a city car wouldn't be the first choice for a round trip from London to Wales, the i10 was more than up to it when I joined Hyundai's WRC team in the forests (right). It was also fun and unflustered when I put it through its paces on a Wales Rally GB stage!”



Dean Gibson

Deputy road test editor



Otis Clay

Essentials

Hyundai i10 1.0 SE

On fleet since:	July 2014
Price new:	£9,660
Engine:	1.0-litre 3cyl, 65bhp
CO ₂ /tax:	108g/km/£20
Options:	Metallic paint (£495)
Insurance*:	Group: 1 Quote: £309
Mileage/mpg:	8,223/42.8mpg
Any problems?	None so far

*Insurance quote provided by AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three points.



WE LIKE Few city car rivals can match the i10 for rear seat space; there's even room to seat three abreast. Switchgear is precise and coloured trim looks good



WE DON'T While the bright colours are welcome inside, we wish Hyundai offered some sharper finishes for the outside; the standard palette is a bit dull

Verdict

WE'RE really sorry to see the i10 go. It's one of the cheapest cars on our fleet, but also one of the best, mixing neat proportions for urban driving with decent refinement for motorway trips. This city runabout is up there with the class-leading Skoda Citigo, and takes the pain out of downsizing.



Fleetwatch



Transit crew van swallowed Dean's battered bike diagonally, although getting it past optional tow ball proved a challenge

Ford Transit Custom

WE knew our Ford Transit would be a popular choice for weekend wheels, and deputy road test editor Dean Gibson made the van work hard for its keep over the recent Easter Bank Holiday.

On Good Friday, the Custom model was loaded up for two trips to the local tip, with an array of MDF boards, old paint tins, worn out electrical items and garden waste. After a simple return journey from Essex to Kent on the Saturday, on Easter Sunday Dean filled the Transit to the brim with second-hand wall and floor units, plus an eight-foot worktop. No time for chocolate eggs in the Gibson household!

Then, on Easter Monday, Dean's crash-damaged Suzuki motorcycle (above) was loaded up and taken away for rebuilding. While our crew van has a smaller load area than the regular LWB Transit, there was room to fit it diagonally across the back, and the lashing eyes made it easy to tie down for the trip to the workshop. The hard part was loading and unloading the bike into the back over our Transit's optional tow ball.



Lexus NX 300h

IT'S been a baptism of fire for our Lexus NX... The luxury crossover has only just joined our fleet, but rather than being eased into action, consumer editor Chris Ebbs immediately took it on a five-hour trek to the Lake District.

And it proved a bit of a mixed bag. Around the tight, stone-walled roads and steep hills of Cumbria, the hybrid drivetrain and automatic gearbox were excellent. Yet getting there in the first place, the NX felt more laboured, with the trip computer claiming a rather poor 35mpg on the motorway drive north.

Still, the 550-litre boot capacity turned out to be ideal for carrying everything Chris needed for a week of climbing mountains. Plus, the new touchpad control for the car's infotainment system (which replaces the annoying joystick that blighted models like the CT) also proved a hit with our man, who found it much easier to use.

And although the styling won't suit everyone's taste, the NX seemed to attract plenty of attention wherever Chris parked it.

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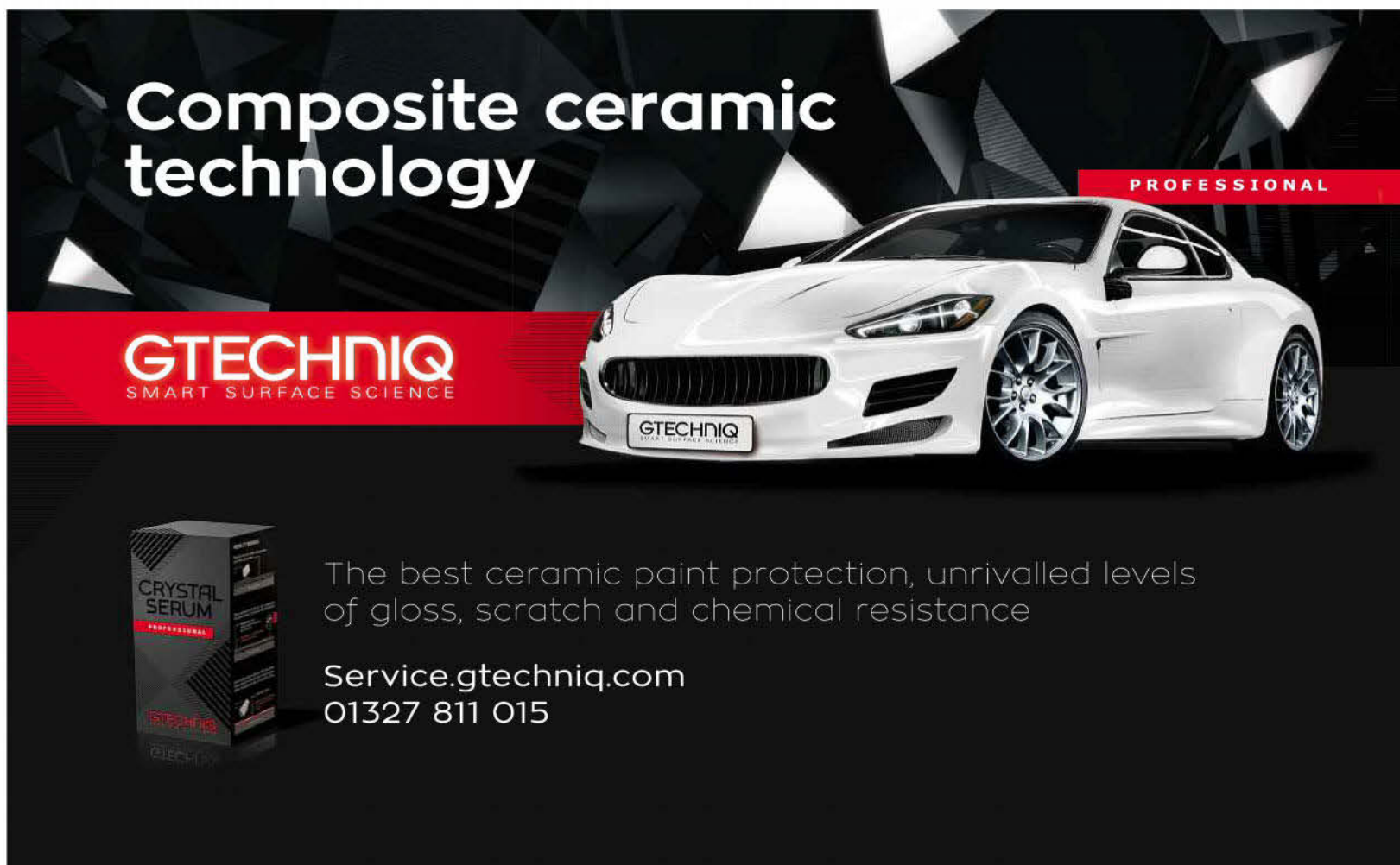
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THIS WEEK'S HOT KIT



CAR CARE VAC FRESHENS UP

NEW PRODUCT

Kärcher window vacs

RRP: From £59.99 (WV2)

Contact: 01295 752000, www.kaercher.com/uk

KÄRCHER has revamped its range of window vacs just in time for the spring car cleaning season, and buyers now have three products to choose from. All can be used on a car's glass or bodywork, with each featuring a blade and vacuum, and they promise to suck up water and leave a streak-free finish.

Kicking off the new line-up is the £59.99 WV2 vac. Not only does this claim a 25 per cent longer battery life than before, it also promises to be quieter in operation, as well as lighter. Plus, its reduced height makes it easier to reach the bottom of windows.

A premium version of the WV2 is available for £79.99. This package comes with the same vac, but adds a narrow nozzle attachment, plus a spray bottle and microfibre cloth.

The £99.99 WV5 Premium package is the pick of the new range. This has a more robust vac body and claims 40 per cent longer running time. You can also take out and swap batteries for extended cleaning. The nozzle head is adjustable, and it comes with a spray bottle and cloth for working on glass, too.



**Henry
Willis**

Got a query?

Henry_Willis@dennis.co.uk
@WineryHills

Q Heavy-duty in-car cleaner

THE inside of my car attracts more dirt than a handheld vac can handle, so I need something more substantial. It's important I can reach all the nooks and crannies in the cabin. Any ideas? **Phil Needham, E-mail**

A WE tested garage vacuums back in Issue 1,337 – it sounds like you need one of these heavy-duty solutions to suck up all the muck inside your car. The Nilfisk Multi 30T was the Best Buy in our test, standing out with its powerful suction, as well as the wide variety of attachments included in the package. These should help address the tight gaps you mention. We spotted it on sale for £119.59 as we went to press. For more information, see www.nilfisk-auto.com.

Q Help me see under bonnet

WHEN I work under my car's bonnet, visibility is often difficult in tight spots. Larger lights shine on the top of the engine, but it's tricky to see further. What's the best compact light? **Jim Woods, E-mail**

A WE tested worklights back in Issue 1,316, although they may be a little bit too big for lighting up an engine bay. Instead, try the compact Ring RIL2300 inspection lamp (www.ringautomotive.co.uk); its LED lights proved impressively bright when we tested it, and it was priced at £23.29 as we went to press.

Q Shifting driveway algae

MY classic car has been parked on a concrete driveway over winter and has left an algae mark around where it was. I'm struggling to shift the grime with water and need something stronger. Is there anything you can suggest? **Jenny Aaronson, E-mail**

A SWARFEGA makes a Patio & Driveway Cleaner that promises to shift muck from most surfaces. We haven't tested it, but you use it pre-diluted, with a little water and a brush, and it claims to reduce grime build-up in the future, too. We spotted a two-litre bottle for £2.99, and you can find out more at www.swarfega.com.

INDOOR CAR COVER'S ULTIMATE PROTECTION

FIRST TEST

Richbrook Super Soft Indoor Car Cover

RRP: From £109 Rating: ★★★★★

Contact: 01328 862387, www.richbrook.co.uk

EVEN if your car lives in a garage, it's still not necessarily safe from dings and damage. But if you invest in an indoor cover, you can protect your pride and joy from accidental knocks while keeping it dust free – and we tried the new Super Soft option from Richbrook.

The company offers a range of tailor-made designs for over 125 models, from rare classics to more common sports cars and even everyday runabouts. We picked a blue cover to fit a Porsche 924, although owners of this car can also choose from black and red finishes.

The cover is supplied in a zip-up storage bag, and when we took it out we instantly felt assured that our car's paintwork would be protected by the fabric, as the lycra and satin mix has a soft and supple feel.

It was a snug fit on our Porsche test car, reaching as low as both bumpers and the sills at the side, thanks to the elastic sewn into the four corners of the cover. Not only did this make getting it on easy – we had it in place

in a matter of seconds – it also ensured there was barely any movement, even in a gusty indoor car park.

If your car is stored inside, we'd recommend one of the new Richbrook soft covers. Their supple, high-quality feel will appeal to owners of expensive classics, and the extra layer of protection makes sense to all drivers.



"Cover's supple, high-quality feel will appeal to classic owners"



Elastic on each corner makes new cover simple to fit

news, deals & events



In-car DAB kit gets official thumbs-up

THE JustDRIVE DAB adaptor kit we previewed in Issue 1,325 has been awarded a Digital Radio Certification Mark, having been reworked ahead of the analogue switch-off.

No date has been set for the digital switchover, but the hard-wired kit (above) is now compatible with stop/start cars and shows DAB info text on displays. The price is the same, at £189.99 fitted. For more info, see www.justconnectme.co.uk.

Shock as drivers ignore dash alerts

MORE than a quarter of drivers ignore dashboard warning lights instead of going to a mechanic for fear of costly repair bills, according to research by Halfords Autocentres.

The study also found that 16 per cent of motorists would leave it until the next MoT or service to raise issues with a mechanic highlighted by a car's warning light system. And 45 per cent of motorists experienced anxiety when visiting a garage, with other symptoms including nausea and heart palpitations.

Know an event coming soon?
Contact Henry_Willis@dennis.co.uk

COMPETITION WIN a Nextbase 402G dash cam worth £149.99

WE'RE giving away five award-winning Nextbase 402G dash cams, worth £149.99 each. These cameras record your journeys in crystal-clear 1080p HD, and have a 140-degree viewing angle. Wide Dynamic Range image processing ensures that recordings are clear whether you're driving in bright sunlight or on dark roads at night.

The footage you capture can be used to beat crash for cash fraud, proving you were in the right if you're involved in an accident which wasn't your fault – GPS and G-sensors record the location and

force of impact. Plus, it could cut your insurance bills: Swiftcover gives an exclusive 12.5 per cent discount to drivers who use a Nextbase dash cam. The range is available to buy from Halfords.co.uk.

For a chance to win, answer this question:

What discount does Swiftcover offer to drivers with a Nextbase dash cam?

a) 10 per cent b) 12.5 per cent c) 25 per cent

Enter at autoexpress.co.uk/dashcamcomp



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Mini test

PRICE £129.99

NEW PRODUCT Cheetah C150

Price: £129.99 (plus subscription) Contact: 0131 208 0158, www.speedcheetah.com

SPECIALIST safety camera locators are becoming more and more rare, as drivers rely on apps and alerts from sat-navs, but the new Cheetah C150 follows its older C50 brother as one of the best products drivers can buy to avoid speeding fines.

Using the company's unique Trinity database of fixed and mobile camera sites, the device was consistently accurate, as it picked up every trap

as we drove around in search of different types of camera. Access to this database isn't free – it's £19.99 for every three years (C50 owners can switch for free) – and when you add that to the £129.99 cost of the hardware, this is far pricier than the apps. But it's the heavy-duty option for drivers who feel safer with a dedicated locator.

Rating: ★★★★★

Locator or app to keep ahead of the cameras?

AE Henry Willis
MOST modern sat-navs will warn you as you approach a speed camera, but to stay safe on roads you're unfamiliar with, and highlight blackspots, it can be best to be properly prepared with a camera locator.

The Best Buy in our Issue 1,318 test was the Cheetah C50, but it's since been superseded by the C150, which we compare to two smartphone apps here.

RoadPilot Mobile and Cyclops finished second and third respectively to the older Cheetah in our last test, and we wanted to see if speed camera locator hardware was still preferable to mobile phone-based software.

Even though the new C150 was more expensive than its app rivals, it worked best and represented great value for money compared to other hardware. Low-mileage drivers may want to stick to apps, but the Cheetah is great for those on the road every day.

"To stay on top of speed limits, it's best to be prepared with a camera locator"

BEST APP

RoadPilot Mobile

Price: Free (plus subscription)

Contact: 0844 448 7777, www.roadpilot.com

PRODUCED by Road Angel, whose camera locating hardware has won a number of our previous tests, RoadPilot Mobile is simple yet effective.

It won't do much else other than alert you to fixed cameras – plus some mobile sites – but we didn't expect any frills considering that a year's subscription costs £4.99. Still, the app is reliable and user-friendly. It also scores your driving style, encouraging smooth progress.

Rating: ★★★★★

ALTERNATIVE APP

Cyclops

Price: Free (plus subscription)

Contact: 01295 662180, www.cyclops-uk.com

CHEAPEST of our trio, the Cyclops app can be downloaded for free on Apple iOS devices, while a year's subscription to UK speed cameras costs £2.99.

It's almost as accurate as rivals, although RoadPilot had more mobile locations covered. It's not available on Android or Windows smartphones, though, unlike RoadPilot. Cyclops is reliable for fixed camera locations, but we had to watch for other traps.

Rating: ★★★★★



books, apps & games

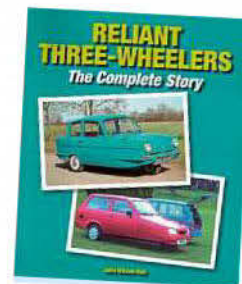


Reliant Three-Wheelers

John Wilson-Hall (The Crowood Press, crowood.com)

Price: £25 (hardback) Rating: ★★★★★

IT takes a special kind of enthusiasm to love a Reliant Robin. You can see that here in *The Complete Story*, as this is a book for diehard fans. Author Wilson-Hall explores the much-maligned car's history, while the highlights of the brand's years are interesting. However, it's loaded with technical info, and while we can't fault its detail, this is likely to be too heavy for the casual fan.

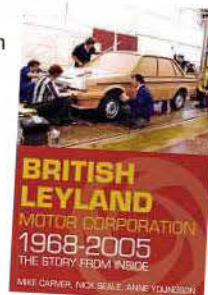


British Leyland: 1965-2005

Carver, Seale and Youngson (thehistorypress.co.uk)

Price: £14.99 Rating: ★★★★★

AUTHORS Carver, Seale and Youngson are all former employees of the ill-fated British Leyland corporation and offer a valuable insight into how it all fell apart as MG Rover 10 years ago. The book focuses on the most turbulent times at BL, but it gets bogged down in information and numbers, so it could only interest those who followed the story closely.



Fast & Furious: Legacy

Available for: iOS, Android

Price: Free Rating: ★★★★★

IN time for the release of new movie *Fast & Furious 7*, petrolheads can get their racing fix in this new smartphone game. Drive some of the cars in the locations used in the movies in this addictive instalment. In-app purchases can cost £79.99, though.



App of the week



Parkopedia Parking

Available for: iOS, Android, Windows Phone

Price: Free (iOS) Rating: ★★★★★

ONE of our favourite parking apps has been updated. Now, you can offer your driveway up to other motorists, while its database of spaces remains extensive. The iOS update keeps the app slick, but we'd recommend paying £1.49 for premium features.



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www.registrationmarks.co.uk

Draper Expert 23017

Best price: £34.95 Tools: 13 Sizes: 6-17, 19mm

Contact: 023 8049 4333, www.draperools.com

BEST BUY REVISED criteria didn't faze this quality set from Draper. In fact, it had a clearer edge than when it won in Issue 1,268, as it aced all our size tests and topped the torque assessment. We quite like the multi-coloured approach to identifying spanner sizes, but there are also marks on both sizes and ends. Plus, they're good to use with one of the best shaft designs here.

Rating: ★★★★★



Clarke PRO20

Best price: £26.39 Tools: 12 Sizes: 6-15, 17, 19mm

Contact: 01992 565300, www.clarkeinternational.com

RECOMMENDED IT was mighty close, but a slightly better result in our torque test was enough to just give the Clarke second place in our test over long-time favourite Sealey. We also liked the sizes marked on both ends and sides of the shafts, which were among the most comfortable here. There are no markings on the hanging rack, though, and it doesn't grip the tools, either.

Rating: ★★★★★



SPANNER SETS

We test 10 to the limit to pick the workshop essential

PRODUCT GROUP TEST 15 | 4 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.

AE Kim Adams

IF you're planning to carry out any kind of DIY maintenance on your car beyond topping up levels, swapping wheels and checking tyre pressures, you're going to need some spanners. Alongside sockets, they are at the heart of a workshop tool kit, and most will last a lifetime of working on cars.

The best place to start is with a set of metric open end and ring combination spanners, which will tackle most jobs on modern cars. There's a wide range available, but which is the one to help keep your repair bills down? We put 10 best sellers to the test to find those that turned heads.

Laser 5752

Best price: £43.82 Tools: 12 Sizes: 8-19mm

Contact: 01926 818196, www.lasertools.co.uk

THESE extra length spanners – the 13mm was 15mm longer than its nearest rival and more than 50mm longer than most – allow extra pressure to be applied to a nut or bolt. That's great if you have the space, and the tools can take it, too, as they were topped only by our winner on the torque rig. You pay for the extra length and two ends were oversized, but these remain a good buy for tough jobs.

Rating: ★★★★★



Kennedy KEN-582-3960K

Best price: £69 Tools: 14 Sizes: 6-19mm

Contact: 0116 257 2431, www.cromwell.co.uk

THERE'S a real high-quality feel to these spanners from Kennedy, and they also look good. The extra range means the often-needed small fasteners are covered as well as the bigger sizes required for suspension work and the like. The quality also shone through in our torque and sizing tests, but the shafts are a little sharp and they're not a cheap option.

Rating: ★★★★★



Sealey Premier AK63012

Best price: £27.72 **Tools:** 12 **Sizes:** 8-19mm
Contact: 01284 757500, www.sealey.co.uk

RECOMMENDED IF the Clarke barely holds the tools, this rack from Sealey is the other extreme, releasing them only with a fair bit of effort. Still, once you're holding them, these spanners impress with their shiny, smooth finish, plus the shafts allow a lot of force to be applied. They're tough, too, lasting well in the torque test and clearing our bigger sizing test without problem.

Rating: ★★★★★



Siegen S0563

Best price: £18.52 **Tools:** 12 **Sizes:** 8-19mm
Contact: 01284 757500, www.sealey.co.uk

SIEGEN draws a fine balance between price and quality here, with tools working out at well under £2 apiece but still performing well. It was a match for its more expensive Sealey stablemate on the torque rig, plus had no sizing problems. Sizes are printed on ends and sides of the tools, but the shafts are a bit sharper, making it less easy to apply force, plus they are shorter than our top three.

Rating: ★★★★



MARKING

To help you find spanners at a glance, size markings on tools and rolls scored points

How we tested them

AS hand tool quality has improved, our test's got tougher. With the help of the AA and engineer Rory Stockbridge, we put each 12mm spanner open end on a torque rig to find the point when it started to spread. All survived well beyond any force that could be applied by hand. Both ends of the crucial 8, 10, 12, 13, 17 and 19mm spanners were size checked, plus we rated comfort. We looked for size markings on ends and sides, plus on any storage, too. Prices from online sources were our final factor.



Verdict

A SECOND win on the trot for the tough, multi-coloured Draper 23017, which scored well in all tests. It was close for the next three places, but the comfortable Clarke just edges the Sealey to second.

1. Draper Expert 23017
2. Clarke PRO20
3. Sealey Premier AK63012



Halfords Advanced Professional Combination Spanner Set

Best price: £29.99
Tools: 10 **Sizes:** 8-15, 17, 19mm
Contact: 0845 057 9000, www.halfords.com

ANOTHER set that oozes quality, this time from Halfords. It has a lot going for it with size markings on ends and sides, a mid-range result in the tough torque test and no problems with the sizing check. The shafts could be kinder to the fingers, but price is this set's biggest problem. And for this money, we'd want longer tools.

Rating: ★★★



Stag Tools STA059

Best price: £17.99 **Tools:** 12 **Sizes:** 8-19mm
Contact: 0161 764 5981, www.tetrosyl.com

CHEAP and pretty cheerful set from aftermarket giant Tetrosyl's new range of Stag-branded tools. Alongside the chrome of rivals, there's something a bit low rent about the stamped, matt finish of these spanners. Surprisingly, though, they are easy on the hands. Not so impressive is the rack, which doesn't look too robust, while the 12mm tool was among the early fallers in our torque test. The 8mm open end spanner was a touch undersized as well.

Rating: ★★★



Silverline SP100

Best price: £27.42
Tools: 25 **Sizes:** 6-28, 30, 32mm
Contact: 01935 382222, silverlinetools.com

YOU'LL be very unlucky to need a spanner that's not included within this comprehensive set, presented in a tough nylon mesh tool roll. The finish leaves a little to be desired, with some of the size markings difficult to make out, and we found an oversized end, plus the SP100 was among the first sets to fall in the abuse assessment. But when it's on sale at this price, and includes these sizes, this will be all the spanner set many DIY mechanics will ever need.

Rating: ★★★



Silverline SP50

Best price: £13.08
Tools: 14 **Sizes:** 8-17, 19, 21, 22, 24mm
Contact: 01935 382222, silverlinetools.com

REMARKABLY, this set works out even cheaper per tool than Silverline's bigger SP100, even though the two packages include the same spanners. We even found the same sizing problem with the 13mm version, and the sets exited from our torque rig test at similar points. There's the same finish and the shafts are tough on the fingers when applying force, but at this price the SP50 is a decent choice for keeping in the boot.

Rating: ★★★

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2014 Results A3 Factfile

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Best options: Parking sensors, climate control,
sat-nav, cruise control, automatic headlights
Prices: From £11,000

OVERALL SCORE
90.47%
Bars show where model finished out of 150 cars in our 2014 survey. The lower the rating the better

	150	125	100	75	50	25	1	
RELIABILITY								30
BUILD QUALITY								2
RUNNING COSTS								26
PERFORMANCE								26
ROAD HANDLING								25
RIDE QUALITY								39
EASE OF DRIVING								41
SEAT COMFORT								107
PRACTICALITY								90
IN-CAR TECH								6

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"A3 has a top-quality interior and a nice bodystyle."

"It's powerful and sure-footed when needed, but easy to drive around town."

"Why aren't flood defences built like Audis? I bet it would be the end of the floods if they were."

"Excellent build quality and equipment list. A3 is a quiet, economical and relaxing cruiser."

"Top-notch cabin with a very good sat-nav system."

NOT SO GOOD

"WINDSCREEN wipers were faulty on delivery."

"It's just totally average – nothing to shout about."

"The DSG gearbox is jerky at low speeds, making it difficult to drive in traffic."

"Clinical feedback from the road makes the drive feel a bit dull and detached."

"Wiper mechanism broken on delivery and a turbo sensor needed replacing."

"It rattles like mad – some days there's no noise at all, some days there's only a faint vibration and other days it feels like the window is going to fall out."



How do you rate your car?
Tell us what you think
www.autoexpress.co.uk/driverpower



**Joe
Finnerty**

Got any car queries?
Joe_Finnerty@dennis.co.uk
@AE_Consumer

Q Outlander PHEV range issue

THE range on my Mitsubishi Outlander PHEV has reduced from the claimed 32 miles to around 19 after six months of ownership. I'm not driving differently, so is there a problem?
Andrew Dickson, E-mail

A RANGE on electric vehicles and plug-in hybrids like yours depends on a number of factors. Cold weather can hamper mileage, plus having extra tech in operation on the move will also drain charge. We only got a range of around 25 miles from the Outlander PHEV we ran on our fleet.

Q Is Citigo still the best?

I CURRENTLY own a base-spec Skoda Citigo and want to upgrade to get more tech. Should I stay with the Citigo, or are there now better alternatives, like a VW up! or Hyundai i10?
David Hutchins, E-mail

A WE'D stick with the Citigo. It came second in our Driver Power 2014 satisfaction survey, so owners love it. Our road testers rate it highly, too, and rank it above rivals for its combination of running costs, handling and good looks. Nothing at the price beats it on tech, either.

Q LPG conversion confusion

I'M considering converting my 57-reg car to LPG. It's in good condition, but I'm only getting 27mpg. Is converting a good idea and what effect will it have on resale value?
Phil Nicholson, E-mail

A AN LPG conversion can boost an older model's economy, and you should recoup the cost of conversion – upwards of £600 – after a year. Dealers aren't likely to offer you as much when you come to sell on, but a well kept car can command a premium in a private sale.

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NEED TO KNOW

If the fuel filter isn't fitted properly, it can lead to the engine stalling while the car is on the move.

NEED TO KNOW

Initially, 4WD was available with the 2.0 and 2.8 petrol engines; from September 2010 there was a CDTi option.



BUYER'S GUIDE: Vauxhall Insignia

FROM £4,000 Sports Tourer offers loads of space for not much cash

AE Richard Dredge

AFTER the underwhelming Vectra, the Insignia was a breath of fresh air. At last, here was a Vauxhall that could take the fight to Ford's Mondeo, even if it wasn't a convincing substitute for premium models such as the Audi A4 or BMW 3 Series.

Spacious, stylish and packed with kit, the Insignia was talented enough to take the 2009 European Car of the Year award. And that was just the hatch. The estate – dubbed Sports Tourer by the company – looks even smarter, and it's much more usable thanks to the extra carrying capacity.

But as with many Vauxhalls, the Insignia sheds its value rapidly, which is why used examples make such spectacular buys.

History

THE Insignia saloon and hatchback arrived in January 2009 with 1.8, 2.0T or 2.8TV6 petrol engines, or a 2.0 CDTi diesel offering a choice of 128bhp or 158bhp. The Sports Tourer came along two months later with the same engine and trim options. In April

2009, the 139g/km 2.0 CDTi ecoFLEX appeared, along with the 321bhp 2.8 V6 VXR, with standard four-wheel drive.

A 1.4-litre petrol turbo arrived in May 2011, then a facelift in October 2013 brought new multimedia, improved refinement, plus revised suspension and steering, as well as a 99g/km 2.0 CDTi and a 168bhp SIDI petrol turbo. It also reduced the number of trims. The high-spec Country Tourer 4x4 all-road estate launched at the same time, with a raised ride height.

Which one?

THREE-quarters of Insignias have a diesel; the 2.0 CDTi is best in 158bhp form as the 128bhp version isn't as flexible. If you prefer petrol, the 1.6T makes most sense as it's zesty but not too thirsty. If you often tow, a four-wheel-drive example is worth seeking out, but you'll have to search to find one.

The entry-level ES gets ESP, air-con, cruise control and electrically adjustable/heated door mirrors. Exclusiv spec adds climate control, while the SE and SRI also feature

alloy wheels, electric rear windows and privacy glass. The SRI also features sports suspension. The top-of-the-range Elite has front and rear parking sensors, bi-xenon headlights and leather.

Alternatives

IN terms of value, the Ford Mondeo is the Insignia's key rival. As with the Vauxhall, it's in plentiful supply, plus it's cheap, well equipped and generally reliable. It's much more fun to drive, though, while the cabin has more character. The Honda Accord is stylish, reliable and good to drive, and it's less common than the Mondeo, too.

Arguably the best all-rounder in this class is Skoda's Superb, which always does well in our annual Driver Power satisfaction survey. Owners say they love its reliability, practicality and driving dynamics, while

it's also well equipped and offers some excellent engines. In addition, think about the Peugeot 508, Citroen C5 and Renault Laguna; all provide superb value.

Verdict

SAVAGE depreciation makes the Insignia a great used buy, as it's comfortable, well equipped and a fine motorway cruiser. But rivals are more refined and better to drive, and this isn't the class's most reliable car.

Our Driver Power survey results suggest the Insignia's star has faded more quickly than Vauxhall would have liked, so it's clear that more talented rivals are available. But as those alternatives generally cost more – in some cases a lot more – if you're after a stylish holdall for the family and you're not worried about impressing the neighbours, the Insignia Sports Tourer could be perfect.

"Insignia is spacious, stylish and packed with kit – and the Sports Tourer estate is even more usable"



NEED TO KNOW

Dual-mass flywheels have a habit of failing on cars with a diesel engine and manual gearbox.



Photos by Tom Wood. Thanks to Imperial Car Supermarkets, Hants, for the loan of the Insignia pictured.

Contact 023 8098 6917

www.imperialcarsupermarkets.co.uk

Steering

SOME early diesel-engined Insignias can suffer from power-steering fluid leaks. Dealers know of the problem, but no recall was issued.



Electronics

ALL sorts of electrical glitches can crop up, including the dashboard displays and/or illumination switching off. However, such issues are unpredictable.



Brakes

ON some cars the rear brake pads can bind. The pads have since been redesigned, but any car with older parts may be suffering from binding brakes.



Misfire

SOME owners have found that their cars judder or appear to misfire at high speeds; adding some Redex to the fuel tank periodically can fix the problem.



Performance

0-62mph/top speed
9.3 seconds/132mph



Running costs

42-62mpg (2.0 CDTi 160)
£83 fill-up



How much?

	64 2015	13 2013	12 2012	11 2011	09 2009
Model					
1.4TSRi	£14,595	£11,595	£9,995	£8,925	N/A
1.6T Elite	£17,695	£13,895	£11,995	£10,295	£7,975
1.8 SE	N/A	N/A	£9,995	£8,950	£6,950
2.0T Elite	£18,195	£14,295	£11,850	£10,995	£8,195
2.0 CDTi 130 SRi	£15,895	£12,595	£10,895	£9,295	£7,195
2.0 CDTi 160 SRi	£16,795	£13,250	£10,995	£9,695	£7,275
2.8i VXR	£21,250	£15,995	£13,895	£12,150	£9,150

THERE are 150,000-mile Insignia estates available from £4,000. Fewer than one car in 20 is petrol, so this nets an early 2.0 CDTi diesel, but most are priced from £5,000.

Plenty of sub-60,000-mile models are available; these start at £7,000 for a 1.8 or 2.0-litre CDTi. Cars that have covered less than 30,000 miles are priced from £8,500.

One in five Insignias has an automatic gearbox; values start at £6,000. Country Tourers are very rare and cost from £17,000, while we could find only three VXRs for sale, priced between £15,000 and £16,500.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
1.4T	15-18	47mpg	139g/km	£130
1.6T	20-23	39mpg	169g/km	£205
1.8	16-17	35-36mpg	184-187g/km	£225-£265
2.0T	26-27	30-36mpg	184-219g/km	£225-£290
VXR	36-38	25mpg	255g/km	£490
2.0 CDTi 130	16-19	47-62mpg	119-159g/km	£30-£180
2.0 CDTi 160	21-23	42-62mpg	119-175g/km	£30-£205

All Insignias need to be serviced every 12 months or 20,000 miles. The checks alternate between minor and major, costing £149 and £199 respectively, regardless of which engine is fitted (although this excludes the VXR).

All petrol engines are chain-driven apart from the 1.6T and 1.8; their cambelt should be renewed every six years or 100,000 miles, at £259. The 2.0 CDTi also has a belt, to be replaced every 10 years/100,000 miles. The brake fluid has to be renewed every two years/40,000 miles, at £35. An air-con service (every two to three years) is £99.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£60	£32.33
Brake discs (pair)	£189.60*	£63.68
Door mirror glass (electric)	£54.06	£19.50**
Front wiper set	£51.18	£14.16

Prices for 2011 Sports Tourer 2.0 CDTi 160. Dealer figures from Bayliss Vauxhall Worcester. Independent prices from Euro Car Parts (www.eurocarparts.com). *Price includes brake pads (sold only as kit). **For left-hand mirror. Right-hand mirror costs £21.

Recalls

THE Insignia's been recalled twice, the first in November 2010 because of a problem with the steering wheel-mounted airbag. In some cases it didn't deploy correctly; 9,000 cars were affected. In January 2011, nearly 1,300 Insignias were recalled because the electric window anti-trap function could fail, leading to trapped fingers.

In both cases, Vauxhall couldn't give us build dates of the cars affected. However, any dealer can tell you whether or not any potential buy would need to have work done, and this would be carried out for free.



Interior

THE dash is attractive and well laid out, while the seats have an unusually wide range of adjustment. For even greater comfort, find a car with the optional Ergonomic Sports Seats. Rear space is generous, but the boot – which expands from 520 litres to 1,460 litres with the seats folded – trails class rivals'.

Contacts

Official
www.vauxhall.co.uk

Forums

<http://insignia-enthusiast.org>
www.vauxhallownersnetwork.co.uk
www.vodc.co.uk



OUR VIEW

HAVING entered our Driver Power satisfaction survey in sixth place in 2011, the Insignia has since dropped to 21st (2012), 98th (2013) and then 112th last year. This is disappointing, when you consider that the Honda Accord Mk8 (launched in 2008) came 31st in 2014 and the Skoda Octavia Mk2 (launched in 2004) finished 28th.

YOUR VIEW

MALCOLM Hardcastle from Telford, Shrops, owns a 2012 Insignia 2.0 CDTi estate. "Bought used, it's great value," he says. "It's spacious, practical and has so far suffered from only a few irritating niggles. The car is well equipped and comfortable, but not as much fun to drive as the Mondeo I owned before."

Car hunter

£8,000 for a warm hatch, but which one?

Dear Lawrence, I want to replace my standard hatch with something quicker. Practicality isn't key, but would be useful. What can I get for £8,000?

Thomas Caldwell, E-mail

Contact: Lawrence_Allan@dennis.co.uk



CARS

THE PRACTICAL CHOICE



Suzuki Swift Sport

FOR: Spacious inside, top value for money

AGAINST: Interior quality, standard looks

SUZUKI'S Swift Sport is one of the most underrated 'warm' hatches available. The 134bhp 1.6-litre engine is eager, and while it has to be worked to get its full potential, it gives 0-60mph in 8.7 seconds.

The steering is sharp and the car's back-to-basics feel only adds to the thrills. It's more enjoyable than the Twingo, but lags a little behind the MINI despite the added power. We found a 2012 three-door model, with 16,630 miles, for bang on £8,000.

THE SPORTY CHOICE



Renaultsport Twingo

FOR: Sporty styling, punchy engine

AGAINST: Excessive noise, tight on space

THE Renaultsport division has built itself a strong reputation over the years for producing pacey and fun alternatives to Renault's standard models, and the Twingo 133 upholds this.

The 1.6-litre engine delivers the same 0-60mph time as the Swift Sport – a respectable 8.7 seconds. Like that car, it's fun in corners, although the ride is very firm. Still, we managed to unearth a 17,000-mile 62-plate example in the classifieds for £8,000.

THE DRIVER'S CHOICE



MINI Cooper

FOR: Sharp handling, quality fit and finish

AGAINST: Tiny boot, sparse on equipment

IT might not be a specific 'warm' version of the MINI, but in terms of power, the Cooper is the closest thing to its rivals here – move up to Cooper S and you're in full hot hatch mode.

Power is down to 120bhp, with a 0-60mph time of 9.1 seconds. This is barely noticeable on the road, however, as the MINI just about takes the honours as the most enjoyable driver's car of our trio. At this price, we spotted a 2009 Cooper with only 14,000 miles.

INTERIOR



THE interior of the Swift Sport is more about function than style, and the plastics feel a little cheap compared to those in the other cars here. Despite the cost-cutting, you still get plenty of equipment as standard.



TWINGO is something of a middle ground between the MINI and Swift Sport in terms of quality and kit. Its digital speedo provides a newer look and feel than the Suzuki, but quality isn't up to the MINI's standard.



INSIDE is where the MINI really excels against the competition here. The central speedo dominates the smart looking interior, while the finish feels much more upmarket than the Renault or Suzuki's.

LUGGAGE



PRACTICALITY may not be a priority for you, but the Swift is the most spacious choice in this trio. Not only is it available in three or five-door bodystyles, but boot capacity stands at a useful 211 litres.



THE Renault is more versatile than you'd expect, with a 230-litre boot when the rear seats are in their standard position. These can be slid back to boost legroom for passengers, but that shrinks the boot to 165 litres.



ALTHOUGH the MINI has grown over the years, something that hasn't changed is the minuscule boot. It offers just 160 litres of space and lags well behind the other two cars in this respect.

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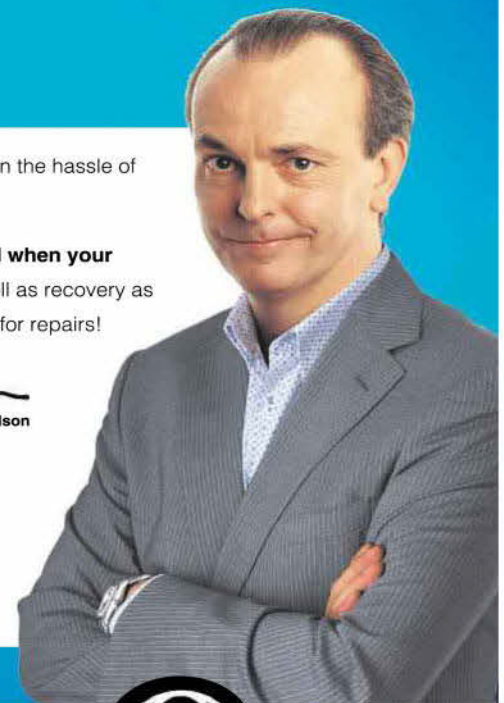
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EVOLUTION Volkswagen Beetle

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1999 New Beetle

Years: 1999 to 2010 **Engine:** 1.6-litre 4cyl, 100bhp

Insurance group: 13 **Economy/CO₂:** 36mpg/185g/km

Why? VW kick-started the Beetle for the 21st century, although it wasn't revolutionary, as it wrapped Golf mechanicals in a retro body. That means it can suffer from similar issues, but it's a funky MINI rival. The 1.6 petrol best balances price and pace, and there are some bargains out there.

Now from £900



2003 Beetle Cabriolet

Years: 2003 to 2011 **Engine:** 1.6-litre 4cyl, 100bhp

Insurance group: 15 **Econ/CO₂:** 35mpg/188g/km

Why? The new Beetle, like the original car, was also available with a drop-top roof that folded back and sat on the rear deck. It added to the sense of fun on the reborn icon – although if you're considering one, ensure you can live with the loss of practicality.

Now from £2,150



2011 New Beetle Mk2

Years: 2011 to date **Engine:** 1.4-litre 4cyl, 162bhp

Insurance group: 24 **Economy/CO₂:** 47mpg/130g/km

Why? VW again modernised the Beetle with an all-new platform in 2011. This time it's a more accomplished car, with premium tech, more space and a sportier look and feel. It got more powerful engines to go with it, and our pick is the excellent 1.4 TSI petrol which gives MINI Cooper-rivalling pace.

Now from £10,990

1971 Super Beetle/VW 1303

Years: 1971 to 1980 **Engine:** 1.5-litre 4cyl, 50bhp

Insurance group: N/A **Economy/CO₂:** 40mpg/N/A

Why? The Super Beetle may look almost identical to the long-standing original, but it benefited from stretched bodywork and was reworked underneath. It gained modern suspension, a more powerful engine and an increase in cabin space, and offered a more refined driving experience. It was also offered as a cabriolet. Again, corrosion was a big problem, but more complex electrics proved an issue, although this should've been sorted by now.

Now from £6,000



1945 Volkswagen Type 1

Years: 1945 to 1978 **Engine:** 1.1-litre 4cyl, 34bhp

Insurance group: N/A **Economy/CO₂:** 36mpg/N/A

Why? The first and most legendary Beetle. The Type 1 design was commissioned by Adolf Hitler himself back in 1936. A total of 21 million were produced, and they were still being built in Mexico up until 2003. Most models surviving today will have been fitted with later variants of the air-cooled engine, and should be well kept by doting owners. Mechanicals are very simple, but rust was the biggest killer of these cars.

Now from £4,000



2015 Beetle R-Line

Years: TBC **Engine:** 2.0-litre 4cyl, 217bhp

Insurance group: N/A **Economy/CO₂:** 42mpg/159g/km

Why? At the recent New York Motor Show, VW revealed a new Beetle R-Line to take on the MINI Cooper S. It hints at the raciest Beetle yet, with the Golf GTI-sourced 2.0-litre turbo promising 0-62mph in 6.9 seconds. Some spicy styling upgrades also help to set it apart.

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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt) **BAND G:** 151-165g/km CO₂ (£180/£180)
BAND B: 101-110g/km CO₂ (exempt/£20) **BAND H:** 166-175g/km CO₂ (£295/£205)
BAND C: 111-120g/km CO₂ (exempt/£30) **BAND I:** 176-185g/km CO₂ (£350/£225)
BAND D: 121-130g/km CO₂ (exempt/£110) **BAND J:** 186-200g/km CO₂ (£490/£265)
BAND E: 131-140g/km CO₂ (£130/£130) **BAND K:** 201-225g/km CO₂ (£640/£290)
BAND F: 141-150g/km CO₂ (£145/£145) **BAND L:** 226-255g/km CO₂ (£870/£490)
BAND M: Over 255g/km CO₂ (£1100/£505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

ABARTH

www.abarthcarsuk.co.uk / Brochure: 0800 2227 8400 / Dealers: 25
 Warranty: 3 years/unlimited miles

500 - 3657x1627mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
	Eco band	MPG	0-60mph	CO ₂	List price
1.4 T-Jet 500	G	43.5	7.9	155	£14560
1.4 T-Jet 595 Turismo	G	43.5	7.4	155	£17990
1.4 T-Jet 595 Competizione	G	43.5	7.4	155	£18990
1.4 T-Jet 695 Biposto	G	43.5	5.9	155	£32990
500C/595C: add £1800, auto: add £1265					

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46
 Warranty: 3 years/unlimited miles

MiTo - 4063x1720mm, EURO-NCAP★★★★★						
DRIVER POWER POS: N/A						
1.3 JTDm-2 (85) Progression	A	79.0	12.9	95	11	£14315
1.3 JTDm-2 (85) Sprint	A	79.0	12.9	95	11	£15415
1.3 JTDm-2 (85) Distinctive	A	79.0	12.9	95	11	£16655
875cc TwinAir Progression	A	67.3	11.4	99	13	£13770
875cc TwinAir Distinctive	A	67.3	11.4	99	9	£16070
875cc TwinAir Sprint	A	67.3	11.4	99	9	£14870
1.4 TB MultiAir (135) Distinctive	D	50.0	8.4	129	19	£17620
1.4 TB MultiAir (170) QV Foglio Verde	D	52.3	7.3	124	16	£20210
QV Line: add £750 to Distinctive (not 1.3 JTDm-2), Junior: same price as Sprint						

Giulietta - 4351x1798mm, EURO-NCAP★★★★★

DRIVER POWER POS: 76						
1.4 TB (120) Progression	F	44.1	9.4	149	16	£18240
1.4 TB (120) Distinctive	F	44.1	9.4	149	16	£19490
1.4 TB MultiAir Distinctive	E	48.7	7.8	134	23	£20990
1.6 JTDm-2 Progression	C	76.4	11.3	114	16	£19170
1.6 JTDm-2 Distinctive	C	76.4	11.3	114	16	£20420
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	24	£21720
2.0 JTDm-2 (150) Exclusive	B	67.3	8.8	110	25	£23470
1.75 TCT Quadrifoglio Verde	G	40.4	6.0	162	25	£28120
Exclusive: add £2400 to Distinctive, Sportiva Nav: add £1100 to Exclusive, auto: add £1340 to 1.4 MultiAir						

4C - 3989x2090mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
1.75T TCT 4C	G	41.4	4.5	157	N/A £45000

ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
 Warranty: 2 years/unlimited miles

D3 - 4628x1811mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49950

B3 - 4628x1811mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£54950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£56950

D5 - 4913x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	£59950

B5 - 4905x4913x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
Eco band	MPG	0-60mph	CO ₂	List price	
4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A £75150

B7 - 5092x1902mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
Eco band	MPG	0-60mph	CO ₂	List price	
4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	£98800

XD3 - 4651x1901mm, EURO-NCAP N/A

XD3 - 405 (x150)mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	50 £56450

D4 - 4640x1825mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	£54950

B4 - 4640x1825mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
Eco band	MPG	0-60mph	CO ₂	0-100	List price
3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	£58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	£62950

B6 - 4894x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	£97850

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1
 Warranty: 3 years/unlimited miles

Atom - 3410x1798mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
Eco band	MPG	0-60mph	CO ₂	List price	
2.0 i-VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	£30596
2.0 i-VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	£35812
2.0 i-VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	£64800

Nomad - 3215x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
Eco band	MPG	0-60mph	CO ₂	List price	
2.4 i-VTEC Nomad	N/A	3.4	N/A	N/A	£33000

ASTON MARTIN

www.astonmartin.co.uk / Brochure: 01926 644644 / Dealers: 22
 Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					

Vantage - 4380x438x1865mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
4.7 V8 Vantage	M	20.5	4.8	321	50	£87344
4.7 V8 Vantage N430	M	20.5	4.8	321	50	£92344
4.7 V8 Vantage S	M	20.5	4.5	321	50	£97344
6.0 V12 Vantage S	M	17.3	3.7	388	50	£139155
Auto: add £5000, Vantage Roadster: add £9000						

DB9 - 4720x1875mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
6.0 V12 auto Coupe	M	19.8	4.6	333	50 £135537
DB9 Volante: add £10000					

Vanquish - 4721x1905mm, EURO-NCAP N/A

DRIVER POWER POS: N/A					
6.0 V12 auto Coupe	M	19.6	4.1	335	50 £194150
Vanquish Volante: add £12000					

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121
 Warranty: 3 years/60000 miles

A1 - 3954x1740mm, EURO-NCAP★★★★★ DRIVER POWER POS: 63				
Eco band	MPG	0-60mph	CO ₂	List price
1.0 TFSI (95) SE 3dr	A	60.0	10.9	99
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99
1.6 TDI (116) SE 3dr	A	80.7	9.4	92
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112
1.6 TDI (116) S line 3dr	A	80.7	9.4	93
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162
Auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730				

A3 - 4237x1777mm, EURO-NCAP★★★★★

DRIVER POWER POS: 16						
Eco band	MPG	0-60mph	CO ₂	List price		
1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	£18575	
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	£19875	
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	£20725	
1.8 TFSI (180) Sport 3dr	E	48.7	7.1	135	£23905	
1.6 TDI (110) SE 3dr	A	74.3	10.7	99	£160825	
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	£212175	
1.6 TDI (110) Sport 3dr	A	74.3	10.7	99	£152225	
2.0 TDI (150) Sport 3dr	B	68.9	8.6	106	£212575	
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	£214845	
2.0 TFSI (300) quattro S3 3dr	G	40.4	5.2	162	£30940	
2.5 TFSI (367) quattro RS3 Sp-back	J	34.8	4.3	189	N/A	£39950
1.4 TFSI (204) e-tron Sportback Sdr	A	176.6	7.6	37	29	£29950
Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £1350 to 1.8 TFSI, add £2910 to 2.0 TDI (184), quattro: add £1605 to 1.8 TFSI S tronic, £2910 to 2.0 TDI (184) S tronic, A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £5360, SE Technik: add £750 to SE diesels, Sport: add £1225 to SE, S line: add £2150 to Sport						

1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	£18575
1.4 TFSI (125) SE 3dr	C	54.3	9.3	126	£19875
1.4 TFSI (150) CoD SE 3dr	C	68.1	8.3	109	£27050
1.8 TFSI (170) SE 3dr	E	40.7	7.1	135	£232905
1.6 TDI (110) SE 3dr	A	74.3	10.7	91	£22825
1.6 TDI (150) SE 3dr	B	68.9	8.6	106	£212675
2.0 TDI (110) SE 3dr	B	68.9	8.6	107	£212675
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	£212675
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	£274845
2.0 TFSI (300) quattro RS 3dr	A	50.4	5.2	162	£390400
2.5 TFSI (367) quattro R53 Spk 4dr	J	34.8	4.3	189	N/A
1.4 TFSI (204) Octon Sportback 3dr	A	76.6	7.6	37	£299500

Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TFSI, 2.0 TDI, 3dr, add £1350 to 1.8 TFSI, add £2910 to 2.0 TDI (184), quattro add £1605 to 2.0 TFSI (300), £2810 to 2.5 TFSI (367), £1845 to Sportback, add £620 to A4 Saloon, add £1545, A3 Cabriolet, add £5360, SE Technik: add £750 to SE diesels, Sport add £1225 to SE, S line: add £2150 to SE

A5 Sportback - 4712x4718x1854mm, EURO-NCAP N/A

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Official fuel consumption figures for the Audi A1 Sportback S line range in mpg (l/100km): Urban 42.1 (6.7) – 65.7 (4.3), Extra Urban 64.2 (4.4) – 91.1 (3.1), Combined 54.3 (5.2) – 80.7 (3.5). CO₂ emissions: 119 – 92g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. The model shown reflects optional metallic paint and contrast roof. All figures and specifications are correct at time of supply for publication [March 2015]. For full details please visit audi.co.uk

BENTLEY

www.bentleymotors.co.uk / Brochure: 0808 100 5200 / Dealers: 23
Warranty: 3 years/unlimited miles

Flying Spur - 5299x1924mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.0 V8 auto Flying Spur	L	25.9	4.9	254	50	£136915
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50	£147145

Mulsanne - 5575x1926mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.75 V8 auto Mulsanne	M	16.8	5.1	393	50	£230505
6.75 V8 auto Mulsanne Speed	M	19.3	4.8	342	50	£253345

Continental - 4804-5290x1916-1945mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 W12 auto GT	M	19.5	4.3	338	50	£140845
6.0 W12 auto GT Speed	M	19.5	4.0	338	50	£157845
4.0 V8 auto GT	L	26.7	4.6	246	50	£130915
4.0 V8 auto GT S	L	26.7	4.3	246	50	£139915
4.0 V8 auto GT3-R	M	22.3	3.6	295	50	£238645

Continental GT: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153
Warranty: 3 years/unlimited miles

i3 - 3999x1775mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

eDrive auto i3	A	N/A	7.2	0	21	£30680
eDrive auto i3 Range Extender	A	470.8	7.9	13	21	£33830

1 Series - 4324x1765mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 8

1.6 114i ES 3dr	E	49.6	11.2	132	12	£17775
1.6 114d ES 3dr	C	65.7	12.2	112	15	£19410
1.6 114i SE 3dr	E	49.6	11.2	132	12	£18345
1.6 116i SE 3dr	E	49.6	8.5	132	17	£19895
1.6 118i SE 3dr	E	47.9	7.4	137	22	£21940
1.6 114d SE 3dr	C	65.7	12.2	112	15	£19980
1.6 116d EfficientDynamics 3dr	A	74.3	10.5	99	15	£20830
2.0 116d SE 3dr	C	62.8	10.3	119	15	£20830
2.0 118d SE 3dr	C	62.8	8.9	118	19	£21975
2.0 120d SE 3dr	C	62.8	7.2	119	24	£23425
1.6 114i Sport 3dr	E	49.6	11.2	132	13	£19470
1.6 116i Sport 3dr	E	49.6	8.5	132	18	£21020
1.6 118i Sport 3dr	E	47.9	7.4	137	22	£22940
1.6 114d Sport 3dr	C	65.7	12.2	112	15	£20980
2.0 116d Sport 3dr	C	62.8	10.3	117	16	£21830
2.0 118d Sport 3dr	C	62.8	8.9	118	20	£22975
2.0 120d Sport 3dr	C	62.8	7.2	119	24	£24425
1.6 116i M Sport 3dr	E	49.6	8.5	132	18	£22465
2.0 118i M Sport 3dr	E	47.9	7.4	137	22	£24385
2.0 125i M Sport 3dr	G	42.8	6.5	154	30	£26025
3.0 M135i 3dr	J	35.3	5.1	188	39	£30845
2.0 116d M Sport 3dr	C	62.8	10.7	117	16	£23275
2.0 118d M Sport 3dr	C	62.8	8.9	118	20	£24420
2.0 120d M Sport 3dr	C	62.8	7.2	119	24	£25870
2.0 125d M Sport 3dr	D	57.6	6.5	129	31	£27765

Auto: add £1550 to 116i and diesels, £1425 to 118i, £1515 to 125i, £1495 to M135i, 3dr: add £530, Urban: same price as Sport

3 Series - 4624x1811mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 12

2.0 316d ES	C	62.8	10.9	119	20	£26275
2.0 316d SE	C	62.8	10.9	119	20	£27125
2.0 318d SE	C	62.8	9.1	119	25	£28375
2.0 318d Luxury	C	62.8	9.1	119	25	£30875
2.0 320d EfficientDynamics	B	68.8	8.9	109	32	£29475
2.0 320d SE	C	61.4	7.5	120	32	£29475
2.0 320d Luxury	C	61.4	7.5	120	32	£31975
2.0 325d SE	D	57.6	6.8	129	35	£31275
2.0 325d Luxury	D	57.6	6.8	129	41	£33775
3.0 auto 330d SE	D	57.6	5.6	129	35	£34675
3.0 auto 330d Luxury	D	57.6	5.6	129	38	£37175
3.0 auto 335d xDrive Luxury	F	52.3	4.8	143	43	£41720
1.6 316i ES	E	47.9	8.9	137	23	£24255
1.6 316i SE	E	47.9	8.9	137	23	£25105
2.0 320i EfficientDynamics	D	53.3	7.6	124	28	£26425
2.0 320i SE	F	44.8	7.3	147	31	£27270
2.0 320i Luxury	F	44.8	7.3	147	31	£29770
2.0 328i SE	F	44.1	5.9	149	36	£30470
2.0 328i Luxury	F	44.1	5.9	149	36	£32970
3.0 335i Luxury	J	35.8	5.5	186	38	£38460
3.0 auto ActiveHybrid 3 SE	J	47.9	5.3	139	38	£42145
3.0 auto ActiveHybrid 3 Luxury	J	47.9	5.3	139	39	£44645
3.0T M3	K	32.1	4.3	204	45	£56590

Auto: add £1550, xDrive: add £1500 to 320d, £1535 to 320i, £1620 to 330d, 3 Series Touring: add £1300-£1340, 3 Series Gran Turismo: add £2000-£2635 to selected models, Sport: add £1000 to SE, M Sport: add £500 to Luxury

5 Series - 4907-4998x1860-1901mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 4

2.0 520i SE	F	44.1	7.9	149	36	£33130
2.0 520i M Sport	F	44.1	7.9	149	37	£35985
2.0 528i SE	G	42.8	6.2	154	40	£36695
2.0 528i M Sport	G	42.8	6.2	154	41	£39530
3.0 auto 535i Luxury	H	39.2	5.7	169	42	£44685
3.0 auto 535i M Sport	H	39.2	5.7	169	42	£44740
4.4 V8 auto 550i Luxury	J	32.8	4.6	199	46	£57610
4.4 V8 auto 550i M Sport	J	32.8	4.6	199	46	£57910
2.0 518d SE	C	62.8	9.7	119	30	£30865
2.0 518d M Sport	C	62.8	9.7	119	31	£33665
2.0 520d SE	C	62.8	8.1	119	33	£32365
2.0 520d M Sport	C	62.8	8.1	119	34	£35165
2.0 525d SE	D	57.6	7.0	129	33	£36980
2.0 525d M Sport	D	57.6	7.0	129	40	£39910
3.0 auto 530d SE	E	55.4	5.8	134	43	£41445
3.0 auto 530d Luxury	E	55.4	5.8	134	43	£44255
3.0 auto 530d M Sport	E	55.4	5.8	134	43	£44270
3.0 auto 535d M Sport	E	53.3	5.3	138	45	£48920
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44	£47790
3.0 auto ActiveHybrid 5 Luxury	F	44.1	5.9	149	44	£48825
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44	£50625
4.4 V8T DCT M5	L	28.5	4.3	232	48	£47835
4.4 V8T DCT M5 30 Jahre Edition	L	28.5	3.9	232	49	£91890

Auto: add £1535, 5 Series Touring: add £2325, 5 Series Gran Turismo: add £1900-£4775 to selected models, Luxury: same price as M Sport except where listed

6 Series Gran Coupe - 5007x1894mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Eco band
MPG
0-60mph
CO₂
Insurance group
List price

3.0 auto 640i SE	I	36.7	5.4	181	47	£62375
3.0 auto 640d SE	F	51.4	5.4	148	48	£64875
3.0 auto 650i M Sport	K	32.8	4.6	206	50	£76150
4.4 V8T DCT M6	L	28.5	4.2	232	50	£98145

M Sport: add £4665 to SE

7 Series - 5072-5212x1902mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto 740i SE	I	35.8	5.7	184	48	£61675
3.0 auto ActiveHybrid 7 SE	G	41.5	5.7	158	47	£66200
3.0 auto 730d SE	F	50.4	6.1	148	48	£58275
3.0 auto 740d SE	F	49.6	5.5	149	49	£65465
4.4 auto 750i SE	J	32.8	4.8	199	49	£71515
6.4 V12 auto 760Li SE	M	21.1	4.6	314	50	£102015

Long wheelbase: add £3000 to petrols, £3100 to 730d and ActiveHybrid 7, Exclusive: add £2695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760Li

2 Series Active Tourer - 4342x1800mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.5T 218i SE	C	57.6	9.2	115	13	£22475
2.0T 220i Sport	E	47.9	7.5	137	20	£25775
2.0T 225i xDrive auto Luxury	F	44.1	6.3	148	23	£31175
1.5 216d SE	A	74.3	10.6	99	11	£23410
2.0 218d SE	B	68.9	8.9	109	15	£24555
1.5T 220d Sport	C	64.2	7.6	115	21	£27255

Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

X1 - 4454x1798mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 100

2.0 xDrive20i SE	I	37.7	7.8	176	28	£27280
2.0 sDrive16d SE	D	57.6	11.5	128	18	£24230
2.0 sDrive18d SE	D	57.6	9.6	128	22	£25330
2.0 sDrive20d EfficientDynamics	C	62.8	8.3	119	24	£26760
2.0 sDrive20d SE	D	57.6	7.8	129	24	£26760
2.0 xDrive18d SE	F	51.4	9.9	144	22	£26830
2.0 xDrive20d SE	F	51.4	8.1	145	24	£28860
2.0 xDrive25d xLine	G	47.9	6.8	155	26	£32540
2.0 xDrive25d M Sport	G	47.9	6.8	155	27	£33540

Auto: add £2165-£1550 (not 16d, EfficientDynamics), Sport: add £1000 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE

X3 - 4657x1881mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 12

2.0 sDrive18d SE	D	60.1	9.5	124	26	£31295
2.0 xDrive20d SE	E	54.3	8.1	136	30	£32395
3.0 auto xDrive30d SE	G	49.6	5.9	159	39	£40060
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43	£46690

Auto: add £1550, xLine: add £1500, M Sport: add £3000

X4 - 4657x1881mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 xDrive20d SE	E	54.3	8.1	136	31	£36880
3.0 auto xDrive30d xLine	G	49.6	5.9	159	31	£45160
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43	£50290

Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000

X5 - 4886x1938mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 auto xDrive50i SE	L	27.2	5.0	242	49	£60390
2.0 auto xDrive25d SE	F	50.4	8.2	149	42	£42945
2.0 auto xDrive25d SE	G	48.7	8.2	154	42	£45250
3.0 auto xDrive30d SE	G	45.6	6.9	162	44	£48250
3.0 auto xDrive40d SE	G	45.6	5.9	164	47	£50910
3.0 auto M50d xDrive	I	42.2	5.3	177	49	£64020
4.4 V8T auto X5 M	M	25.4	4.2	258	50	£90170

M Sport: add £4700 to 30d SE or £4125 50i SE

X6 - 4909x1989mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto M50d xDrive	H	42.8	5.2	174	50	£66920
3.0 auto xDrive30d SE	G	47.1	6.7	157	45	£51150
3.0 auto xDrive40d SE	G	45.6	5.8	165	46	

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 sDrive20i	G	41.5	6.9	159	38	£29840
2.0 sDrive28i M Sport	G	41.5	5.7	159	40	£37390
3.0 sDrive35i M Sport	K	30.1	5.2	219	41	£43005
3.0 DCT sDrive35i	K	31.4	4.8	210	43	£45950
Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models						

6 Series - 4894x1894mm, EURO-NCAP ☆☆☆☆						
DRIVER POWER POS: N/A						
3.0 auto 640i SE	I	36.7	5.4	179	47	£60630
3.0 auto 640d SE	F	51.4	5.5	144	48	£63130
4.4 V8 auto 650i M Sport	K	32.1	4.9	206	49	£73470
4.4 V8T DCT M6	L	28.5	4.2	232	50	£94625
6 Series Convertible: add £6130, M Sport: add £4500-£4665						

i8 - 4689x1942mm, EURO-NCAP ☆☆☆☆						
DRIVER POWER POS: N/A						
1.5 TT/eDrive auto i8	A	113.0	4.4	59	50	£98985

CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2
Warranty: 1 year

Seven - 3100-3300x1270-1555mm, EURO-NCAP ☆☆☆☆						
DRIVER POWER POS: N/A						

660ccT 160	C	57.6	6.5	114	N/A	£17995
1.6 Roadsport 125	N/A	5.9	N/A	N/A	N/A	£22595
1.6 Roadsport 140	N/A	5.0	N/A	N/A	N/A	£25495
2.0 Roadsport 175	N/A	4.8	N/A	N/A	N/A	£28495
1.6 Supersport	N/A	4.9	N/A	N/A	N/A	£24495
2.0 Supersport R	N/A	4.8	N/A	N/A	N/A	£27995
2.0 Supersport R400	N/A	3.8	N/A	N/A	N/A	£35995
2.3 Cosworth CSR	N/A	3.1	N/A	N/A	N/A	£44995
2.0 S/C 620R	N/A	2.8	N/A	N/A	N/A	£49995

CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A
Warranty: 3 years/100000 miles

Camaro - 4837x1917mm, EURO-NCAP ☆☆☆☆						
DRIVER POWER POS: N/A						

6.2 V8 Coupe	M	20.0	5.2	329	48	£35345
Auto: add £1500, Convertible: add £5000						

Corvette - 4493x1877mm, EURO-NCAP ☆☆☆☆						
DRIVER POWER POS: N/A						

6.2 V8 Stingray Coupe	M	23.5	3.8	279	50	£65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£70070

CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196
Warranty: 3 years/60000 miles

C-Zero - 3475x1475mm, EURO-NCAP ☆☆☆☆						
DRIVER POWER POS: N/A						

64hp auto C-Zero	A	N/A	15.9	0	28	£21216
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C1 - 3466x1884mm, EURO-NCAP ☆☆☆☆						
DRIVER POWER POS: N/A						

1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£9595
1.0 VTI (68) Flair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTI (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETG Flair 3dr	A	67.3	14.6	97	7	£11185
5dr: add £400 to Feel Flair 3dr, Aircase: add £1460 to select models						

C3 - 3941x1728mm, EURO-NCAP ☆☆☆☆						
DRIVER POWER POS: N/A						

1.0 PureTech (68) VT	A	65.7	14.2	99	8	£11075
1.4 HDi (70) VT	A	74.3	13.7	99	10	£13230
1.0 PureTech (68) VTR+	B	64.2	14.2	102	9	£12495
1.2 PureTech (82) VTR+	B	62.8	14.2	107	12	£13515
1.4 PureTech (82) ETG auto VTR+	A	51.4	13.2	99	12	£14135
1.4 HDi (70) VTR+	A	74.3	13.7	99	10	£14590
1.4 e-HDi (70) ETG auto VTR+	A	83.1	16.2	87	10	£15210
1.6 e-HDi (90) VTR+	A	76.3	12.5	95	18	£15390
1.2 PureTech (82) Selection	B	62.8	14.2	107	12	£13865
1.6 e-HDi (90) Selection	A	76.3	12.5	98	18	£15740
1.6 VTI (120) auto Exclusive	F	42.8	10.9	150	19	£16250
1.2 PureTech (110) S&S Exclusive	B	60.1	10.6	107	18	£15640
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87	19	£16790
1.6 e-HDi (90) e-HDi	A	76.3	12.5	98	18	£16240
ETG auto: add £620 to e-HDi (90) Exclusive						

DS 3 - 3948-3962x1715-1717mm, EURO-NCAP ☆☆☆☆						
DRIVER POWER POS: 37						

1.2 PureTech (82) DStyle	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) DStyle	B	60.1	9.6	107	19	£15630
1.2 VTI (120) auto DStyle	F	43.5	10.9	150	16	£16630
1.6 e-HDi (90) DStyle	A	76.3	12.5	95	16	£15820
1.6 THP (165) DStyle Techno	D	50.4	7.5	129	26	£17500
1.6 THP (165) DStyle	D	50.4	7.5	129	26	£19000
1.6 BlueHDi (120) DStyle	A	78.5	10.4	94	24	£19320
1.6 THP (165) Ultra Prestige	D	50.4	7.5	129	27	£22500
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220
Cabrio: add £2460 (selected models), DSire: £900 less than DStyle						

C4 - 4329x1789mm, EURO-NCAP ☆☆☆☆						
DRIVER POWER POS: N/A						

1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP ☆☆☆☆						
DRIVER POWER POS: N/A						

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Feel	B	60.1	9.3	107	15	£15890

1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6 e-HDi (92) ETG6 Feel	A	80.7	11.4	92	16	£16890
Flair: add £1400 to Feel						

DS 4 - 4275x1810mm, EURO-NCAP ☆☆☆☆						
DRIVER POWER POS: N/A						

1.6 e-HDi (115) DStyle	C	60.1	12.4	113	18	£19425
1.6 e-HDi (115) DStyle	C	64.0	12.4	113	18	£21975
1.6 VTI (120) DStyle	F	46.0	12.2	144	14	£17855
1.6 THP (200) DStyle	F	44.0	8.5	149	31	£23405
1.6 THP (160) ETG6 DStyle	I	44.0	9.9	178	21	£21765
1.6 VTI (120) DStyle	F	46.0	12.2	144	15	£19905
2.0 HDi (160) DStyle	E	55.0	9.3	134	24	£23700
2.0 HDi (160) DStyle	E	55.0	9.3	134	23	£22700
Auto: add £1600 to HDi (160), add £500 to e-HDi (115)						

CS - 4779x1860mm, EURO-NCAP ☆☆☆☆						
DRIVER POWER POS: 39						

1.6 HDi (115) VTR Techno Pack	D	56.5	11.6	125	20	£21670
2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24070
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25670
Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, CS Tourer: add £1100, VTR+: add £1200 to VTR						

DS 5 - 4530x1871mm, EURO-NCAP ☆☆☆☆						
DRIVER POWER POS: N/A						

1.6 BlueHDi (120) DStyle	B	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETG6 DStyle	C	64.2	12.2	112	18	£25890
1.6 BlueHDi (120) DStyle	B	64.2	12.2	105	22	£25890
2.0 HDi (160) DStyle	E	55.4	8.5	133	24	£26895
2.0 HDi auto Hybrid4 (200) DStyle	B	68.9	8.3	107	27	£31600
1.6 THP (200) DStyle	E	44.2	8.5	155	27	£28920
2.0 HDi (160) DStyle	E	55.4	8.5	133	24	£28955
1.6 BlueHDi (180) auto DStyle	C	64.2	9.2	118	30	£31580
2.0 HDi auto Hybrid4 (200) DStyle	B	68.9	8.3	102	28	£33700
Auto: add £1505 to HDi (160), BlueHDi (120): same price as e-HDi (115), BlueHDi (180): add £1125 to 2.0 HDi (160)						

Berlingo Multispace - 4380x1810mm, EURO-NCAP ☆☆☆☆						
DRIVER POWER POS: N/A						

1.6 VTI (95) VT	G	42.0	13.8	155	5	£13285
1.6 HDi (75) VTR	E	53.3	14.3	135	4	£14655
1.6 HDi (90) VTR	E	53.3	14.3	135	7	£15105
1.6 e-HDi (90) ETG6 VTR	C	58.4	14.3	120	9	£15875
1.6 HDi (90) XTR	E	53.3	14.3	135	8	£17155
1.6 e-HDi (90) ETG6 XTR	C	58.4	14.3	120	9	£17525
1.6 HDi (115) XTR	E	53.3	12.1	134	10	£17905

C3 Picasso - 4078x1730mm, EURO-NCAP ☆☆☆☆						
DRIVER POWER POS: 63						

1.4 VTI (95) VT	F	44.8	12.2	145	10	£13080
1.6 HDi (115) Exclusive	D	58.8	11.2	125	15	£18050
1.6 HDi (90) Exclusive	B	67.2	13.5	107	10	£17330
1.6 HDi (90) VTR+	B	67.2	13.5	107	10	£16230
1.6 VTI (120) ETG6 VTR+	E	47.1	11.5	137	13	£16715
1.6 VTI (120) Exclusive	F	44.1	10.9	149	13	£17095

ETG6 auto: add £1650 to VTI (95), £800 to VTI (120), VTR+: add
£1495 to VT. Selection special editions: add £2215 to VT



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	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	19	£20855
1.6 TDCi (115) Titanium	C	62.8	11.3	117	16	£20650
2.0 TDCi (140) Titanium	D	57.7	9.6	125	20	£21725
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	19	£23605
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	20	£24225
Auto: add £1375 to 2.0 TDCi, Titanium X; add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium						

Grand C-MAX - 4520x1828mm, EURO-NCAP★★★★★

DRIVER POWER POS: 62

1.6 Ti-VCT (105) Zetec	F	44.1	12.6	149	11	£19245
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£19745
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£20245
1.6 TDCi (115) Zetec	C	62.8	11.3	117	16	£20745
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£21045
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£21545
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	19	£22250
1.6 TDCi (115) Titanium	C	62.8	11.3	117	16	£22045
2.0 TDCi (140) Titanium	D	57.7	9.6	125	20	£23120
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	19	£24995
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	20	£25620
2.0 TDCi (140) Zetec	E	55.4	10.1	134	20	£21950
Auto: add £1375 to 2.0 TDCi, Titanium X; add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium						

S-MAX (NEW) - EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	9.9	149	N/A	£24545
2.0 TDCi (120) Zetec	D	56.5	13.4	129	N/A	£25245
2.0 TDCi (150) Zetec	D	56.5	10.8	129	N/A	£25995
1.5 EcoBoost (160) Titanium	F	43.5	9.9	149	N/A	£26245
2.0 TDCi (150) Titanium	D	56.5	10.8	129	N/A	£27695
2.0 TDCi (180) Titanium	D	56.5	9.7	129	N/A	£28445
2.0 EcoBoost (240) auto Titanium	I	35.8	8.4	180	N/A	£31300
2.0 TDCi (210) aut Titanium Sport	F	51.4	8.8	144	N/A	£32260
2.0 TDCi (180) auto 4WD Titanium Spt	F	48.7	10.5	149	N/A	£32945
Auto: add £1550 to 2.0 TDCi (150) and (180), 4WD; add £1500 to 2.0 TDCi (150), Titanium Spt; add £1490 to 2.0 TDCi (180) Titanium						

Galaxy - 4820x1884mm, EURO-NCAP★★★★★

DRIVER POWER POS: 46

1.6 TDCi (115) Titanium S/S	E	54.0	13.4	139	17	£28360
1.6 TDCi (115) Zetec S/S	E	54.0	13.4	139	16	£26460
1.6T (160) EcoBoost Titanium S/S	H	39.0	9.9	167	18	£27570
1.6T (160) EcoBoost Zetec S/S	H	39.0	9.9	167	18	£25670
2.0 (203) EcoBoost Pshift Titanium	J	35.0	8.8	189	24	£29235
2.0 TDCi (140) Titanium	D	50.0	10.6	149	20	£28545
2.0 TDCi (163) Titanium	F	50.0	9.8	149	22	£29145
2.0 TDCi (140) Zetec	F	50.0	10.6	149	20	£26645
2.2 TDCi (200) Titanium	I	42.0	8.8	179	26	£30375
Auto: add £1480 to 2.0 TDCi, Titanium X; add £2500 to Titanium						

EcoSport - 4010x1765mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

1.5 (112) Titanium	F	44.8	13.3	149	10	£14995
1.0T EcoBoost (125) Titanium	D	53.3	12.7	125	11	£15995
1.5 TDCi (91) Titanium	C	61.4	14.0	120	9	£16495
Auto: add £1500 to 1.5 (112), X Pack; add £1000 to Titanium						

Ranger - 5359x1850mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

2.2 TDCi (125) Double Cab	J	37.2	14.9	199	13	£22959
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCi (150) Double Cab XLT	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCi (200) Dub Cab Wildtrak	M	29.1	10.3	256	12	£30389
Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2; add £600 to Limited						

Kuga - 4524x1838mm, EURO-NCAP N/A

DRIVER POWER POS: 34

1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost auto Zetec AWD	I	36.7	9.7	179	21	£25145
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£22695
2.0 TDCi (150) Zetec AWD	E	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	E	47.9	10.7	154	21	£26345
Auto: add £1485 to 2.0 TDCi AWD, Titanium; add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X; add £2750 to Titanium, Titanium X Sport; add £5700 to Titanium						

Mustang - 4784x1916mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.3T EcoBoost Fastback	I	35.3	N/A	179	21	£28995
5.0 V8 GT Fastback	M	20.9	4.4	299	21	£32995
Auto: add £1500, Convertible: add £4000						

GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54

Warranty: 6 years/25000 miles

Steed - 5040x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198

HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196

Warranty: 3 years/60000 miles

Jazz - 3900x1695mm, EURO-NCAP★★★★★

DRIVER POWER POS: 47

1.2 i-VTEC S	D	53.0	12.5	123	13	£11695
1.2 i-VTEC SE	D	52.0	12.5	125	14	£13395
1.3 iMA Hybrid auto HE	B	63.0	12.1	104	13	£17150
1.3 iMA Hybrid auto HS	B	63.0	12.1	104	13	£17650
1.3 iMA Hybrid auto HX	B	63.0	12.3	104	13	£19250
1.4 i-VTEC ES Plus	D	51.0	11.5	126	16	£14895
1.4 i-VTEC EX	D	50.0	11.8	129	16	£15895
1.4 i-VTEC Si	D	51.0	11.5	128	16	£14995
Auto: add £1100 to 1.4, 1.4-spec add £995 to S, SE, ES, EX, EXL and iMA						

Civic - 4300x1770mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

1.4 i-VTEC S	D	52.3	13.4	129	8	£15975
1.4 i-VTEC SE	E	48.7	9.1	137	16	£17635
1.8 i-VTEC SE Plus	F	46.3	9.1	145	16	£19565
1.8 i-VTEC SR	F	46.3	9.1	145	17	£22135
1.8 i-VTEC Sport	F	46.3	9.1	145	17	£19615

1.6 i-DTEC S	A	78.5	10.5	94	18	£18775
1.6 i-DTEC SE Plus	A	78.5	10.5	94	18	£20570
1.6 i-DTEC Sport	A	76.3	10.5	98	18	£20820
1.6 i-DTEC SR	A	78.5	10.5	94	18	£23140
2.0T VTEC Type R	N/A	5.7	N/A	N/A	N/A	£29995
2.0T VTEC Type R GT	N/A	5.7	N/A	N/A	N/A	£32295
Auto: add £1400 to 1.6 i-DTEC SE Plus; add £1980 to S, EX Plus; add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic Tourer; add £1000 to 1.550 (not 1.4, Type R)						

Accord - 4725x1840mm, EURO-NCAP★★★★★

DRIVER POWER POS: 31

2.0 i-VTEC ES	G	41.0	9.4	159	23	£23200
2.0 i-VTEC EX	G	40.0	9.9	162	24	£26580
2.2 i-DTEC ES	E	53.0	9.4	138	24	£25400
2.2 i-DTEC EX	F	52.0	9.5	141	25	£28795
2.2 i-DTEC Type S	F	50.0	8.8	147	28	£31345
2.4 i-VTEC EX	J	33.0	8.1	199	26	£27885
Auto: add £1610 to 2.0 i-VTEC, £1550 to 2.4 i-VTEC, 2.2 i-DTEC (not Type S), Tourer: add £1385-£1575, ES GT: add £920 to ES spec						

CR-V - 4570x1820mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

2.0 i-VTEC S 2WD	H	39.2	10.0	168	24	£22340
2.0 i-VTEC SE 4WD	H	38.2	10.2	173	24	£25610
2.0 i-VTEC SR 4WD	I	37.2	10.2	177	25	£28590
2.0 i-VTEC EX 4WD	I	37.2	10.2	177	25	£30435
1.6 i-DTEC (120) S 2WD	C	64.2	11.2	115	24	£23400
1.6 i-DTEC (120) SR 2WD	C	62.8	11.2	119	25	£28495
1.6 i-DTEC (160) SE 4WD	D	57.7	9.6	129	24	£27570
1.6 i-DTEC (160) SR 4WD	E	55.4	9.8	133	24	£30625
1.6 i-DTEC (160) EX 4WD	E	55.4	9.9	133	25	£32470
Auto: add £1500 to 2.0 i-VTEC, £1780 to 1.6 i-DTEC (160), SE; add £2170 to 1.6 i-DTEC (120) S						

HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162

Warranty: 5 years/unlimited miles

i10 - 3665x1660mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

1.0 S	B	60.1	14.9	108	1	£8595
1.0 S Air	B	60.1	14.9	108	1	£9260
1.0 SE	B	60.1	14.9	108	1	£9660
1.2 SE	C	57.6	12.3	114	4	£10160
1.0 SE Blue Drive	A	65.7	15.1	98	1	£9910
1.0 Premium	B	60.1	14.9	108	1	£10360
1.2 Premium	C	57.6	12.3	114	4	£10860
Auto: add £655 to 1.2, Premium SE: add £1135 to 1.2 Premium						

i20 - 4035x1734mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

1.2 (75) S Sdr	C	58.9	13.6	112	5	£10695
1.1 CRDi (75) S Blue Sdr	A	88.3	16.0	84	6	£12445
1.2 (84) SE Sdr	C	55.4	13.1	119	6	£12725
1.4 (100) SE Sdr	D	51.4	11.6	127	10	£13325
1.1 CRDi (75) SE Sdr	B	70.6	16.0	103	6	£14225
1.4 CRDi (90) SE Sdr	B	68.9	12.1	106	10	£14725
1.2 (84) Premium Sdr	C	55.4	13.1	119	7	£13725
1.4 (100) Premium Sdr	D	51.4	11.6	127	10	£15325
1.4 CRDi (90) Premium Sdr	B	68.9	12.1	106	12	£15725
Auto: add £900 to 1.4 (100), S Air; add £750 to S, Premium SE; add £1000 to Premium, i20 Coupe: same price as Sdr (1.2 SE and 1.4 CRDi (90) only), i20 Coupe Sport: same price as i20 Sdr Premium (1.2 SE and 1.4 CRDi (90) only)						

i30 - 4300x1780mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

1.4 (100) S 5dr	E	47.1	13.2	138	N/A	£15195
1.6 CRDi (110) Blue Drive S 5dr	A	78.4	11.5	94	N/A	£17195
1.4 (100) SE 5dr	E	47.1	13.2	138	N/A	£16495
1.6 (120) auto SE 5dr	G	41.5	11.9	158	N/A	£17895
1.6 CRDi (110) Blue Drive SE 5dr	A	78.4	11.5	94	N/A	£18495
1.6 (120) Premium 5dr	F	44.8	11.9	145	N/A	£20295
1.6 CRDi (136) Premium 5dr	B	70.6	10.2	104	N/A	£22295
1.6T-GDI (186) Turbo SE 3dr	H	38.7	8.0	169	N/A	£22495

Auto: add £1300 to 1.6 CRDi SE and Premium; 10i Tourer: add £1100 (not 1.4i). Turbo SE 5dr: add £500 to Turbo SE 3dr

Genesis - 4990x1890mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.8 V6 GDI Genesis	M 25.2	6.5	261	42	£47995
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INFINITI

www.infiniti.co.uk / Dealers: 10
Warranty: 3 years/60000 miles

Q50 - 4790-4800x1820mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

2.2d Q50 SE	C 64.2	8.5	114	39	£27950
2.2d Q50 Premium	C 64.2	8.5	114	40	£30350
2.2d Q50 Sport	C 64.2	8.5	114	40	£32720
3.5 V6 auto Q50 Hybrid	F 45.6	9.1	144	42	£40005
3.5 V6 auto Q50 Hybrid AWD	F 41.5	5.4	159	42	£41630

Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium Executive: add £3120 to Premium

Q60 - 4655-4780x1770-1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.7 V6 auto Q60 Conv GT Prem	M 24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L 26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L 26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe S Prem	L 26.9	5.9	246	45	£41860

Q70 - 4945x1845mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.5 V6 auto Q70 Premium Hybrid	F 45.6	5.3	145	43	£25200
2.2d auto Q70 Premium	D 57.6	8.9	129	35	£32650
2.2d auto Q70 Sport	D 57.6	8.9	129	35	£35850
3.7 V6 auto Q70 Sport Tech	L 27.7	6.2	235	42	£44100

Tech spec: add £4100 to Premium, £2350 to Sport

QX50 - 4635-4645x1800mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0d V6 auto QX50	K 33.2	7.9	224	46	£34488
3.0d V6 auto QX50 GT	K 33.2	7.9	224	46	£38963
3.7 V6 auto QX50 GT	M 25.0	6.4	265	46	£38449

Premium spec: add £3598 to GT models

QX70 - 4865x1925mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT	K 32.8	8.3	225	47	£42370
3.0d V6 auto QX70S	K 32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M 23.0	6.8	282	50	£42525
3.7 V6 auto QX70S	M 23.0	6.8	282	47	£44625
5.0 V8 auto QX70S Premium	M 22.0	5.8	307	50	£54025

Premium spec: add £4450 to GT and S models

ISUZU

www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97
Warranty: 5 years/125000 miles

D-Max - 5295x1860mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.5D Elger Double Cab	J 38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J 38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J 38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J 38.7	N/A	194	9	£26043

Auto: add £1200 to Yukon, Utah

JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97
Warranty: 3 years/unlimited miles

XE - 4672x1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0d (163) SE	A 75.0	7.9	99	22	£29775
2.0d (163) R-Sport	A 75.0	7.9	99	24	£32325
2.0d (163) Portfolio	A 75.0	7.9	99	24	£32975
2.0d (180) SE	B 67.3	7.4	109	25	£30275
2.0d (180) R-Sport	B 67.3	7.4	109	27	£33025
2.0d (180) Portfolio	B 67.3	7.4	109	27	£33675
2.0i (200) auto SE	I 37.7	7.1	179	24	£26995
2.0i (200) auto R-Sport	I 37.7	7.1	179	27	£29745
2.0i (240) auto R-Sport	I 37.7	6.5	179	29	£33095
2.0i (240) auto Portfolio	I 37.7	6.5	179	29	£33745
3.0 V6 S/C (340) auto S	J 34.9	4.9	194	35	£44870

Auto: add £1750 to 2.0d, Prestige: add £1000 to SE

XF (NEW) - 4954x1987mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0d (163) Prestige	B 71.7	8.2	104	N/A	£32300
2.0d (163) R-Sport	B 71.7	8.2	104	N/A	£34200
2.0d (163) Portfolio	B 71.7	8.2	104	N/A	£36400
2.0d (180) Prestige	C 65.7	7.5	114	N/A	£32800
2.0d (180) R-Sport	C 65.7	7.5	114	N/A	£35100
2.0d (180) Portfolio	C 65.7	7.5	114	N/A	£37300
3.0d (300) V6 auto S	F 54.1	5.8	144	N/A	£49950
3.0 V6 S/C (380) auto S	J 34.0	5.1	198	N/A	£49950

Auto: add £1750

XJ - 5122-5247x1894mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0d V6 auto Luxury	I 40.0	6.4	184	48	£56870
3.0d V6 auto Portfolio	I 40.0	6.4	184	49	£67870
3.0d V6 auto Premium Luxury	I 40.0	6.4	184	48	£60670
3.0 V6 S/C auto Portfolio	L 30.0	5.7	224	49	£43450
3.0 V6 S/C auto Premium Luxury	L 30.0	5.7	224	49	£65995
5.0 V8 S/C auto LWB Supersport	L 30.0	5.7	224	50	£95895
5.0 V8 S/C auto XJR	L 24.4	4.4	270	50	£92395

Long wheelbase: add £3110 (not XJR)

F-Type - 4470x1923mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 V6 S/C (340) Coupe	L 28.8	5.5	234	50	£51250
3.0 V6 S/C (380) S Coupe	L 28.8	5.3	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L 26.4	4.0	255	50	£86800

Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R, Convertible: add £5485 to all models

XE - 4794x1892mm, EURO-NCAP N/A

DRIVER POWER POS: 41

5.0 V8 auto XK Signature	M 25.0	5.5	264	47	£54975
5.0 V8 S/C auto XK Dynamic R	M 23.0	4.8	292	50	£69975
5.0 V8 S/C auto XKR S	M 23.0	4.4	292	50	£97490

XK Convertible: add £6000

JEEP

www.jeep.co.uk / Brochure: 00800 04265337 / Dealers: 73
Warranty: 3 years/60000 miles

Renegade - 4236x1805mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F 47.1	11.8	141	8	£16995
1.6 eTorq (110) Longitude	F 47.1	11.8	141	9	£18595
1.6 Multijet (120) Sport	C 61.4	10.2	120	13	£18695
1.4T Multijet (140) Longitude	C 47.1	10.9	140	10	£19795
1.6 Multijet (120) Longitude	C 61.4	10.2	120	13	£20295
2.0 Multijet (140) 4WD Longitude	E 55.4	9.5	134	15	£22795
2.0 M'jet (170) auto 4WD Low Ltd	G 48.7	8.9	151	15	£26595
2.0 M'jet (170) auto 4WD Trailhawk	G 48.7	8.9	151	15	£27995

Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude

Wrangler - 4223-4751x1873-1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K 34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K 34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K 34.0	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K 34.0	10.7	217	25	£32830

Wrangler Special Order programme: prices from £29025-£33445

Compass - 4448x1812mm, EURO-NCAP☆☆ DRIVER POWER POS: N/A

2.0 VVT Sport 4x2	H 37.2	10.6	175	22	£18470
2.2 CRD Limited 4x4	H 42.8	9.8	172	28	£25740
2.4 VVT auto North 4x4	K 31.4	10.5	209	24	£21010
2.4 VVT auto Limited 4x4	K 31.4	10.5	209	24	£23860

Cherokee - 4623x1859mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 Multijet (140) Longitude	E 53.3	10.9	139	26	£25495
2.0 Multijet (140) Longitude 4x4	F 50.4	12.0	147	26	£27495
2.0 M'jet (170) Longitude 4x4	G 48.7	10.3	154	27	£29995
3.2 V6 Trailhawk 4x4 auto	K 29.4	8.4	223	35	£34245

Longitude Plus: add £2200, Limited: add £5700

Grand Cherokee - 4822x1943mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 CRD V6 auto Laredo	J 37.7	10.2	198	36	£37705
3.0 CRD V6 auto Limited	J 37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited+	J 37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	J 37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J 37.7	8.2	198	43	£50205
6.4 V8 HEMI auto SRT8	M 20.2	5.0	327	50	£60720

KIA

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170
Warranty: 7 years/100000 miles

Picanto - 3595x1595mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 54

1.0 1.3dr	A 67.0	13.9	99	3	£8145
1.0 2.5dr	A 67.0	14.4	99	4	£9945
1.25 2.5dr	B 60.0	11.4	100	7	£10545
1.25 4.5dr	B 60.0	11.4	109	10	£11545
1.25 4.5dr	B 60.0	11.4	109	12	£12095
1.25 4.5dr	B 60.0	11.0	100	10	£11845
1.25 4.5dr	B 60.0	11.0	100	10	£11995

Auto: add £600 to Picanto 2, 3, White and Quantum, 5dr: add £200 to Picanto 1, VR7: add £1500 to Picanto 1

Rio - 4045x1720mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 5

1.1 CRDI 1.5dr	A 88.0	14.9	85	3	£11995
1.1 CRDI 2.5dr	A 74.0	15.5	99	3	£13895
1.25 1.5dr	C 57.0	12.6	114	5	£10695
1.25 2.5dr	C 55.0	12.6	119	5	£12595
1.4 2.5dr	D 51.0	11.1	128	8	£13395
1.4 3.5dr	D 51.0	11.1	128	8	£13895
1.4 CRDI 2.5dr	B 71.0	13.7	105	7	£14495
1.4 CRDI 3.5dr	B 71.0	13.7	105	7	£15395
1.4 4.5dr	D 51.0	11.1	128	8	£15595
1.4 CRDI 4.5dr	B 71.0	13.7	105	7	£16695

Auto: add £900 to 1.4 2 & 3.5dr, Rio 3dr: £600 less than 5dr (not Rio 4), VR7: add £1250 to 1.25 Rio 1

Soul - 4140x1800mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.6 GDI Start	G 41.5	10.6	158	9	£12600
1.6 GDI Connect	G 41.5	10.6	158	10	£14800
1.6 CRDI Connect	E 56.5	10.8	132	9	£16400
1.6 GDI Mixx	H 38.7	10.6	170	11	£18150
1.6 CRDI Mixx	D 56.5	10.8	132	10	£19750
81.4kW Soul EV	A N/A	10.8	0	19	£24995

Auto: add £1500 to 1.6 CRDI (not Maxx), Connect Plus: add £1100 to Connect, Maxx: add £1800 to Mixx

Cee'd - 4260-4310x1790mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 10

1.4 1.5dr	E	47.1	12.4	139	7	£14605
1.4 CRDI 1.5dr	B	68.9	13.0	109	6	£15895
1.6 CRDI 1.5G 5dr	A	76.3	11.5	97	12	£16495
1.4 2.5dr	F	46.3	12.4	143	8	£16605
1.6 GDI 2.5G 5dr	D	52.3	9.8	124	12	£17395
1.6 CRDI 2.5G 5dr	A	74.3	11.5	100	13	£18495
1.6 GDI 3.5G 5dr	D	52.3	9.8	124	12	£19195
1.6 CRDI 3.5G 5dr	A	74.3	11.5	100	13	£20295
1.6 GDI 4.5G 5dr	F	47.1	9.5	137	13	£23795
1.4 CRDI 4.5G 5dr	F	65.7	10.5	112	14	£21895
1.4 pro. ceed V17R 3dr	E	47.1	12.4	139	9	£14700
1.6 GDI pro. ceed S 1.5G 3dr	D	52.3	9.8	124	14	£17695
1.6 CRDI pro. ceed S 1.5G 3dr	A	74.3	11.5	100	13	£18795
1.6 GDI pro. ceed S 1.5G 5dr	E	47.1	9.5	137	15	£19795
1.6 CRDI pro. ceed S 1.5G 5dr	C	65.7	10.5	112	13	£20095
1.6 GDI pro. ceed S 1.6T 3dr	H	74.3	7.4	171	29	£22900

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DRIVER POWER POS: N/A

3.0 V6TT auto	K	29.4	5.6	223	N/A	£52615
3.0 V6TT auto S	L	27.2	5.0	242	N/A	£63760
3.0 V6 auto Diesel	G	47.9	6.3	158	N/A	£49160

Quattroporte - 5262x1948mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 V6 auto Diesel	G	45.6	6.4	163	50	£69235
3.0 V6TT auto S	L	27.2	5.1	242	50	£80115
3.8 V8 auto GT5	M	23.9	4.7	274	50	£108185

GranTurismo - 4881-4933x1847-1915mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.2 V8 auto	M	19.8	5.2	330	50	£82280
4.7 V8 auto MC Stradale	M	18.2	4.5	360	50	£10135
4.7 V8 Sport	M	18.2	4.7	360	50	£94140

GranCabrio - 4881-4933x1847-1915mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.7 V8 auto	M	19.5	5.3	337	50	£98340
4.7 V8 auto MC	M	19.5	4.9	337	50	£111770
4.7 V8 auto Sport	M	19.5	5.0	337	50	£103935

MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170
Warranty: 3 years/60,000 miles

2 (NEW) - 4060x1695mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.5 (75) SE	B	60.1	12.1	110	13	£11995
1.5 (75) SE-L	B	60.1	12.1	110	13	£12995
1.5 (90) SE-L	B	62.8	9.4	105	15	£13995
1.5 (90) Sport	B	62.8	9.4	105	16	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995
1.5 (105) SE-L	A	83.1	10.1	89	15	£15995
1.5 (105) Sport	A	83.1	10.1	89	15	£16995

Auto: add £1200 to 1.5 (90)

3 - 4465-4585x1795mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 24

1.5 (100) SE Sdr	C	55.4	10.8	119	13	£16995
2.0 (120) SE Sdr	C	55.4	8.9	119	17	£17295
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20195
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135	22	£21920
2.2 (150) SE Sdr	D	72.4	8.1	107	23	£19645
2.2 (150) Sport Nav Sdr	D	72.4	8.1	107	24	£22545

Auto: add £1200 to 2.0 (120) and 2.2D, Fastback: same price as

Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)

6 - 4870x1840mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

2.0 (145) SE	D	51.4	9.5	129	18	£19995
2.0 (165) Sport	E	47.9	9.1	135	19	£23495
2.2 (150) SE	B	68.9	9.0	108	21	£22095
2.2 (150) Sport	B	68.9	9.0	108	21	£25295
2.2 (175) Sport	C	62.8	7.8	119	23	£26295

Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2D (not SE),

Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

5 - 4585x1750mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6D Sport Venture	E	54.3	13.7	138	16	£21895
2.0 Sport Venture	G	40.9	11.0	159	15	£20495

CX-3 - 4275x1785mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 (120) 2WD SE	E	47.9	9.0	137	N/A	£17595
2.0 (120) 2WD SE-L	E	47.9	9.0	137	N/A	£18995
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137	N/A	£20495
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150	N/A	£22495
1.5D (105) SE	B	70.6	10.1	105	N/A	£18995
1.5D (105) SE-L	B	70.6	10.1	105	N/A	£20395
1.5D (105) Sport Nav	B	70.6	10.1	105	N/A	£21895

Auto: add £1200 to 1.5D petrol, £1300 to AWD Sport Nav Diesel,

AWD: add £1500 to Sport Nav Diesel

CX-5 - 4540x1840mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 13

2.0 (165) SE-L	E	47.1	9.2	139	17	£21595
2.0 (165) Sport	E	47.1	9.2	139	18	£23995
2.2D (150) SE-L	C	61.4	9.2	119	20	£23295
2.2D (150) SE-L Lux	C	61.4	9.2	119	20	£24695
2.2D (150) Sport	C	61.4	9.2	119	21	£25695
2.2D (175) Sport 4WD	E	54.3	8.8	136	23	£27695

Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, AWD: add £1700

to Skyactiv-D (150) SE-L

MX-5 - 4020x1720mm, EURO-NCAP N/A DRIVER POWER POS: 96

1.8i SE Air Con	H	40.0	9.9	167	22	£18495
2.0i Roadster Coupe Sport Tech	J	36.0	7.6	181	26	£23095
2.0i auto Roadster Coupe Pshift	J	35.3	8.9	188	26	£23695
2.0i Roadster Coupe 25th Anniv	I	36.0	7.9	181	26	£22995

Roadster Coupe: add £1500, Sport Venture: add £500 to 1.8 SE,

£1000 to 1.8 SE RC, take £400 off 2.0 Sport Tech RC

MERCEDES

www.mercedes-benz.co.uk / Brochure: 0800 156 5635 / Dealers: 136
Warranty: 3 years/unlimited miles

A-Class - 4292x1780mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.6 A 180 SE	D	51.4	9.2	128	18	£20715
1.6 A 180 Sport	E	51.4	9.2	133	18	£21840
1.6 A 200 Sport	E	49.6	8.4	134	23	£23365
1.9 auto A 250 AMG Sport	F	45.6	6.6	145	33	£27440
1.9 auto A 250 AMG Sport	F	44.1	6.6	148	34	£29360
1.5 A 180 CDI ECO SE	A	78.5	11.3	92	15	£21965
1.5 A 180 CDI ECO Sport	A	78.5	11.3	92	16	£22785
1.8 A 200 CDI Sport	C	62.8	9.3	118	20	£23860
2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115	20	£27760
2.0T auto A 45 AMG	G	40.9	4.6	161	43	£38195

Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI

Sport, 4MATIC: add £1550 to A250

B-Class - 4393x1786mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.6 B 180 SE	D	50.4	9.3	129	19	£21500
1.6 B 200 SE	D	50.4	8.6	130	22	£22575
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	130	19	£28625
1.5 B 180 CDI ECO SE	A	78.5	11.6	94	15	£22575
1.5 B 180 CDI SE	B	68.9	11.6	108	15	£22575
2.1 B 200 CDI SE	C	65.7	9.9	111	19	£23650
2.1 auto B 220 CDI Sport	B	67.3	8.3	109	20	£27125

Auto: add £1450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE,

£775 to B 200 CDI, AMG Line: add £2200 to SE petrol, £1890 to B 180

CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to

4MATIC

CLA-Class - 4630x1777mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.8 CLA 200 CDI Sport	C	64.2	9.4	117	25	£26925
2.1 auto CLA 220 CDI Sport	C	62.8	8.2	117	28	£29775
1.6 CLA 180 Sport	D	50.4	9.3	130	24	£24745
2.0 auto CLA 250 4MATIC AMG Sp	G	42.8	6.6	154	35	£33440
2.0T auto CLA 45 AMG	G	39.8	4.6	161	45	£42270

Auto: add £1450, AMG Sport: add £2200 to Sport models,

Shooting Brake: add £850-£980

C-Class - 4686x1810mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

2.0 C 200 AMG Line	D	51.4	7.5	128	31	£30760
2.0 auto C 200 AMG Line	D	51.4	7.3	127	32	£32260
2.0 C 200 BlueTEC AMG Line	B	72.4	9.7	106	26	£32745
2.0 C 200 BlueTEC SE	B	72.4	9.7	102	25	£28985
2.0 C 200 SE	D	53.3	7.5	123	29	£27270
2.1 C 220 BlueTEC AMG Line	B	68.9	7.7	106	31	£33270
2.1 C 220 BlueTEC SE	B	70.6	7.7	103	29	£29780
2.1 auto C 220 BlueTEC AMG Line	C	64.2	7.4	113	31	£34770
2.1 auto C 250 BlueTEC AMG Line	C	64.2	6.6	113	37	£35925
2.1 auto C 250 BlueTEC SE	B	65.7	6.6	109	35	£32435
2.1 auto C 300 BlueTEC Hyb AMG L	A	78.5	6.4	99	37	£38535
2.1 auto C 300 BlueTEC Hybrid SE	A	78.5	6.4	94	36	£35045
4.0T auto AMG C 63	J	34.5	4.1	192	47	£59795
4.0T auto AMG C 63 S	J	34.5	4.0	192	48	£66545

Auto: add £1500, SE Executive: add £995 to SE (not C220 BlueTEC),

Sport: add £1995 to SE, Estate: add £1200

E-Class - 4879x1854mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 27

2.0 auto E 200 AMG Line	F	46.3	7.9	142	40	£36850
2.0 auto E 200 SE	E	47.9	7.9	138	43	£34340
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	128	39	£36765
2.1 auto E 220 BlueTEC SE	D	64.2	8.3	116	38	£34270
2.0 auto E 250 AMG Line	F	46.3	7.4	142	41	£37980
2.0 auto E 250 SE	E	47.9	7.4	138	41	£35470
2.1 auto E 250 CDI AMG Line	E	55.4	7.5	134	43	£39445
2.1 auto E 250 CDI SE	D	57.7	7.5	129	41	£36820
2.1 auto E 300 BTEC Hybrid AMG L	B	67.3	7.1	110	45	£42375
2.1 auto E 300 BlueTEC Hybrid SE	B	68.9	7.1	109	44	£39880
3.0 auto E 350 BlueTEC AMG Line	E	53.3	6.4	139	46	£41210
5.5 V8T MCT E 63 AMG S	L	28.8	4.2	230	47	£74115
5.5 V8T MCT E 63 AMG S	L	28.5	4.1	232	49	£84110

Auto: add £1520 to E220 CDI, Estate: add £1790-£1915, Premium:

add £2695 to SE/AMG Line, Premium Plus: add £1200 to Premium

CLS-Class - 4940x1881mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.2 auto CLS 220 BTEC AMG Line	D	56.5	8.5	129	43	£46500
3.0 auto CLS 350 BTEC AMG Line	F	52.3	6.5	142	48	£49950
3.5 auto CLS 400 AMG Line	H	38.7	5.3	170	47	£55850
5.5 V8T auto CLS 63 AMG S	L	28.5	4.1	231	50	£86500

Premium: add £2395 to BlueTEC, Premium Plus: add £1200 to

Premium, Shooting Brake: add £1580 to CLS 220, £1450 to CLS

350, £500 to CLS 63 AMG S

S-Class - 5116-5453x1899mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.1 aut S 300 BlueTEC Hyb L AMG L	C	61.4	7.6	120	50	£72260
3.0 auto S 350 BlueTEC SE Line L	F	51.4	6.8	146	49	£66910
3.0 auto S 350 BlueTEC AMG Line	F	51.4	6.8	151	50	£67940
3.5 auto S 400 Hybrid SE Line L	F	44.8	6.8	147	49	£70940
3.0 aut S 500 Plug-in AMG Line L	A	100.9	5.2	65	49	£82965
4.6 V8 auto S 550 AMG Line L	K	31.7	4.8	207	50	£88400
6.0 V12 auto S 600 AMG Line L	M	25.5	4.6	259	50	£140625
6.0 V12 auto S 600 Maybach L	M	24.1	5.0	274	50	£165710
5.5 V8T auto S 63 AMG L	L	28.0	4.4	237	50	£119845
6.0 V12T auto S 65 AMG L	M	23.7	4.3	279	50	£179995

Long wheelbase: add £3000 to S 350 BlueTEC AMG Line, AMG

Line L: add £3995 to S 400 Hybrid SE Line L

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
C-Class Coupe - 4590x1770mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.8 C 180 AMG Sport Edition	F	44.1	8.5	149	32	£29965
2.2 C 220 CDI Executive SE	F	68.9	8.4	109	34	£31130
2.2 C 220 CDI AMG Sport Edition	E	68.9	8.4	109	38	£32460
2.2 C 250 CDI AMG Sport Edition	F	57.3	7.0	143	38	£33515
6.3 V8 auto C 63 AMG Edition 507	M	23.5	4.2	280	50	£68495
Auto: add £1500						

E-Class Coupe - 4698x1786mm, EURO-NCAP N/A						
DRIVER POWER POS: 27						
2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38420
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129	40	£39110
2.1 auto E 220 BlueTEC SE	D	60.1	8.3	122	40	£36615
3.0 auto E 250 CDI AMG Line	F	57.3	7.3	129	44	£40730
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	£42425
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	£46110
E-Class Cabriolet: add £3370-£3500						

S-Class Coupe - 4698x1786mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.6 auto S 500 AMG Line	K	49.6	4.6	219	50	£96190
5.5 V8/T auto S 63 AMG	L	47.1	4.2	237	50	£125595
6.0 V12/T auto S 65 AMG	M	37.2	4.1	279	50	£183065

SLK-Class - 4134x1810mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.8 SLK 200 AMG Sport	G	41.5	7.3	158	41	£34750
1.8 SLK 250 AMG Sport	H	42.8	6.6	169	42	£38705
2.2 auto SLK 250 CDI	E	56.5	6.7	132	42	£33150
2.2 auto SLK 250 CDI AMG Sport	E	56.5	6.7	132	42	£37150
3.5 auto SLK 350 AMG Sport	J	39.8	5.6	167	45	£44605
5.5 V8 SLK 55 AMG	J	33.6	4.6	195	50	£55345
Auto: add £1520 to SLK 200, add £1410 to SLK 250						

SL-Class - 4617x1877mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 V6/T auto SL 400 AMG Sport	I	36.7	5.2	178	50	£72500
4.7 auto SL 500 AMG Sport	K	30.7	4.6	212	50	£81915
5.5 V8/T auto SL 63 AMG	L	28.5	4.3	231	50	£112510
6.0 V12/T auto SL 65 AMG	M	24.4	4.0	270	50	£170815

AMG GT - 4546x1939mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.0 V8/T (462) DCT AMG GT	K	30.4	4.0	216	50	£97195
4.0 V8/T (510) DCT AMG GT S	K	30.1	3.8	219	50	£110495

MG						
www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46						
Warranty: 3 years/60000 miles						

MG3 - 4018x1729mm, EURO-NCAP ★★★						
DRIVER POWER POS: N/A						
1.5 (106) 3 Time	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E	48.7	10.4	136	4	£9299
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£9549
1.5 (106) 3 Style	E	48.7	10.4	136	4	£9999

MG6 (NEW) - 4651x1827mm, EURO-NCAP N/A						
DRIVER POWER POS: 6						
1.9 DTI-TECH S 5dr	C	61.4	8.4	119	N/A	£13995
1.9 DTI-TECH TS 5dr	C	61.4	8.4	119	N/A	£16195
1.9 DTI-TECH TL 5dr	C	61.4	8.4	119	N/A	£17995

MINI						
www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148						
Warranty: 3 years/unlimited miles						

MINI - 3821x3850x1727mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 1727mm						
1.2T One	B	61.4	9.9	108	20	£13750
1.2 One D	A	83.1	11.0	89	20	£14890
1.5T Cooper	B	52.0	7.9	105	20	£15300
1.5 Cooper D	C	74.0	9.2	92	17	£16450
2.0T Cooper S	E	49.0	6.8	133	28	£18655
2.0 Cooper SD	B	68.9	7.4	106	23	£19450
Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, 5dr: add £600 to Cooper and above						

Convertible - 3723x1683mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.6 Cooper	E	49.6	11.1	133	18	£17850
1.6 Cooper D	B	70.6	10.3	105	19	£18810
1.6T Cooper S	E	47.1	7.3	139	32	£21050
1.6T John Cooper Works	H	41.5	6.9	169	36	£25295
1.6 One	E	49.6	11.3	133	14	£16420
2.0 Cooper SD	C	62.8	8.7	118	23	£21730

Paceman - 4110x1789mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						

1.6 Cooper	E	47.1	10.4	140	16	£18980
1.6 Cooper D	C	64.2	10.8	115	15	£20210
1.6T Cooper S	F	46.3	7.5	143	30	£22350
2.0 Cooper SD	D	61.4	9.2	122	20	£23070
1.6T ALL4 John Cooper Works	H	38.2	6.9	172	33	£29440
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						

Countryman - 4097x1789mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.6 Cooper	E	47.0	10.5	140	16	£18510
1.6 Cooper D	C	64.0	10.9	115	16	£19740
1.6T Cooper S	F	46.0	7.6	143	30	£21880
1.6 One	E	47.0	11.9	139	12	£16990
1.6 One D	C	64.0	12.9	115	13	£17990
2.0 Cooper SD	D	61.0	9.3	122	20	£22610
1.6T ALL4 John Cooper Works	H	38.2	7.0	172	33	£28870
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						

Coupe - 3728x1683mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.6 Cooper	D	52.0	9.0	127	17	£16840
1.6T Cooper S	E	49.0	6.9	136	30	£19990
1.6T John Cooper Works	G	40.0	6.4	165	36	£24010
2.0 Cooper SD	C	66.0	7.9	114	22	£20710
Auto: add £1085 to Cooper, add £1145 to Cooper S/SD						

Roadster - 3728x1683mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.6 Cooper	D	52.0	9.0	127	17	£18260
1.6T Cooper S	E	49.0	6.9	136	30	£21145
1.6T John Cooper Works	G	40.0	6.4	165	36	£24995
2.0 Cooper SD	C	66.0	7.9	114	22	£21860
Auto: add £1085 to Cooper, add £1145 to Cooper S/SD						

MITSUBISHI						
www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113						
Warranty: 3 years/unlimited miles						

I-3475x1475mm, EURO-NCAP ★★★						
DRIVER POWER POS: N/A						

49kW auto i-MiEV	A	N/A	16.0	0	27	£23499
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Mirage - 3710x1665mm, EURO-NCAP ★★★						
DRIVER POWER POS: N/A						
1.0 Mivec 1	A	67.3	13.6	96	15	£8999
1.2 Mivec 2	A	68.9	11.7	96	18	£10999
1.2 Mivec 3	A	65.7	11.7	100	18	£11999
1.2 Mivec auto 3	A	68.9	12.8	95	18	£12999

ASX - 4295x1770mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.62	E	47.1	11.4	137	13	£14999
1.63	E	47.1	11.4	137	13	£17250
1.8 Di-D 3	E	55.4	10.2	134	19	£19250
1.8 Di-D 4WD 4	E	54.3	10.6	136	19	£23249
2.2 Di-D auto 4WD 4	E	48.7	10.8	153	20	£24649

Outlander - 4655x1800mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
2.2 Di-D GX2	E	53.3	10.2	138	22	£23799
2.2 Di-D GX3	E	52.3	10.2	140	23	£26599
2.2 Di-D GX4	E	52.3	10.2	140	24	£30499
2.2 Di-D auto GX5	G	48.7	11.7	153	22	£33999
2.0 Hybrid auto GX3h PHEV	A	148.0	11.0	44	26	£28249
2.0 Hybrid auto GX4h PHEV	A	148.0	11.0	44	27	£32849
2.0 Hybrid auto GX4h PHEV	A	148.0	11.0	44	24	£34999
Auto: add £1400 to GX4						

L200 - 5005x185x1750mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.5 Di-D Trojan Double Cab	K	35.8	12.1	208	22	£21599
2.5 Di-D Barbarian Double Cab	K	35.8	12.1	208	23	£23519
2.5 Di-D Barbarian Double Cab	K	35.8	10.5	213	22	£28599
2.5 Di-D Walkinshaw Double Cab	K	35.8	12.1	208	22	£33430
Auto: add £1680 (not Trojan), Black: add £840 to Trojan/Barbarian						

Shogun - 4385-4900x1875mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.2 Di-D SWB S62	K	36.2	9.7	207	32	£26199
3.2 Di-D SWB Warrior	K	36.2	9.7	207	30	£29369
3.2 Di-D LWB S62	K	34.9	10.5	213	32	£28599
3.2 Di-D auto LWB S63	K	33.2	11.1	224	34	£33799
3.2 Di-D auto LWB S64	K	33.2	11.1	224	34	£36799

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1.6 e-HDi (115) Feline Calima Amb B 70.6 10.4 106 20 £19445
Auto: add £600 to 1.6 e-HDi Active and Allure, £800 to 1.6 VTI
Allure, Feline Mistral Ambience: add £200 to Calima Ambience

RCZ - 4290x1845mm, EURO-NCAP N/A
DRIVER POWER POS: 20

1.6 THP (156) Sport	F	44.1	8.3	149	27	£22100
1.6 THP (200) GT	G	42.1	7.6	155	33	£26900
2.0 HDi (163) Sport	E	53.2	8.7	139	29	£23950
1.6 THP (270) R	F	44.8	5.9	145	42	£32000

Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport

PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36
Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£65289
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401
3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera GT	L	26.4	4.4	249	50	£93391
4.8 V8 TPT PDK Panamera Turbo	L	27.7	4.1	239	50	£108006

Panamera 4: add £361 to Panamera, Panamera 4S: add £3642 to Panamera S, Turbo S: add £23146 to Turbo

Macan - 4681x1923mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0T PDK Macan	H	39.2	6.9	168	35	£40276
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£43300
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£43300
3.6 V6T PDK Macan Turbo	K	31.7	4.8	208	44	£59300

Cayenne - 4855x1939mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£49902
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.9	79	49	£61474
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£61474
3.6 V6 Tiptronic Cayenne S	K	29.7	5.5	223	48	£60218
4.8 V8TT Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£92628

Boxster - 4374-4414x1801mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.7 Boxster	J	34.4	5.8	192	40	£38810
3.4 Boxster S	K	32.1	5.1	206	43	£47035
3.4 Boxster GT	K	31.4	5.0	211	44	£52879
3.4 Boxster Spyder	L	28.5	4.5	230	N/A	£60459

PDK: add £1922 (£2351 to GT)

Cayman - 4390-4438x1801mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GT	K	31.4	4.9	211	43	£55397
3.4 Cayman GT4	L	27.4	4.4	238	N/A	£64451

PDK: add £1922 (£2351 to GT, not GT4)

911 - 4491-4545x1808-1880mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.4 Carrera	K	31.0	4.8	212	46	£73509
3.4 Carrera 4	K	31.0	4.1	215	46	£78365
3.8 Carrera 4S	K	30.7	4.3	217	47	£84400
3.8 Carrera S	K	29.7	4.5	224	47	£83545
3.8 Carrera GT	K	29.7	4.4	223	47	£91098
3.8 PDK Turbo	L	29.1	3.4	227	50	£120598
3.8 PDK Turbo S	L	29.1	3.1	227	50	£142120
3.8 PDK GT3	M	22.8	3.5	289	50	£105540
4.0 PDK GT3 RS	M	22.2	3.3	341	50	£131296

PDK: add £2387, Cabrio: add £8659 to Carrera/4/Turbo S, £8660 to Carrera S/4S/GTS, £8340 to Turbo, Targa: add £8012 to Carrera 4/4S

918 Spyder - 4643x1940mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.6 V8 hybrid PDK	A	85.6	2.8	79	N/A	£871155
4.6 V8 hybrid PDK Weissach	A	94.2	2.8	70	N/A	£853155

PROTON

www.proton.co.uk / Brochure: 0800 781 0777 / Dealers: 85
Warranty: 3 years/60000 miles

Savvy - 3710x1643mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.2 Style	E	50.0	13.9	134	8	£7995
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Satria Neo - 3905x1710mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.6 GSX	G	43.0	11.5	157	3	£8495
1.6 Sport	G	43.0	11.5	157	3	£9495

Gen2 - 4310-4477x1725mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.3 GLS 5dr	G	41.0	13.5	164	6	£9195
1.6 GSX Ecologic 5dr	H	40.0	12.6	170	7	£11195

Persona 4dr: same price as 5dr

RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153
Warranty: 4 years/100000 miles

Twizy - 2338x1234mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595

Battery hire: £45-£67 per month

Twingo - 3590x1640mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.0 S&E (70) Expression	B	62.8	12.0	105	2	£9495
1.0 S&E (70) Play	B	62.8	12.0	105	2	£9495
1.0 S&E (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
900cc TCE (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
900cc TCE (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

Eco band
MPG
0-60mph
CO₂
Insurance group
List price

Zoe - 4084x1730mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe i Expression Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe i Expression	A	N/A	13.5	0	15	£18443
75hp Zoe i Dynamique Zen/Intens	A	N/A	13.5	0	16	£20043

Zoe models: add battery hire from £25 per month

Clio - 4052x1731mm, EURO-NCAP N/A
DRIVER POWER POS: 38

1.2 16v (75) Expression	D	51.4	15.4	127	7	£10995
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12485
900cc TCE (90) Expression+	B	62.8	12.2	104	9	£13495
1.5 dCi (90) Expression+	A	83.1	11.7	90	13	£14595
1.2 16v (75) Dynamique	D	51.4	15.4	127	8	£13495
900cc TCE (90) Dynamique	B	62.8	12.2	104	9	£14495
1.5 dCi (90) Dynamique	A	83.1	11.7	90	13	£15595
900cc TCE (90) Dynamique S	B	62.8	12.2	105	10	£15495
1.5 dCi (90) Dynamique S	A	83.1	11.9	93	13	£16595
1.2 TCE (120) EDC GT Line	C	54.3	9.9	120	14	£17395
1.6T (200) EDC Renaultsport	F	44.8	6.7	144	29	£18995
1.6T (200) EDC Renaultsport Lux	F	44.8	6.7	144	29	£19995

Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 TCE

Megane - 4295x1808mm, EURO-NCAP N/A
DRIVER POWER POS: 92

1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy TCE (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	17	£17750
1.2 Energy TCE (115) Dynamique T	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynamique T	B	68.9	12.3	106	15	£19245
1.6 Energy dCi (130) Dynamique T	B	70.6	9.8	104	17	£19745
2.0T GT 220	H	38.7	7.6	169	31	£19745

Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Sport Tourer: add £1000

Megane Coupe - 4299x1808-1848mm, EURO-NCAP N/A
DRIVER POWER POS: 92

1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	15	£18250
1.2 Energy TCE (115) Dynamique	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynamique	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynamique	B	70.6	9.8	104	20	£21445
2.0T GT 220	H	38.7	7.6	169	31	£24230
2.0T Renaultsport 265	H	37.7	6.0	174	36	£25930
2.0T Renaultsport 275 Trophy	H	37.7	6.0	174	36	£28930
2.0T Renaultsport 275 Trophy-R	H	37.7	5.8	174	39	£36430

Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Coupe Cabrio: add £3600

Scenic - 4366-4573x1845mm, EURO-NCAP N/A
DRIVER POWER POS: 53

1.6 VVT (110) XMOD Dynam Tom	I	36.7	11.7	178	19	£19365
1.2 TCE (115) XMOD Dynam Tom	E	46.3	11.7	140	18	£20455
1.5 dCi (110) XMOD Dynam Tom	B	68.9	12.5	105	19	£21295
1.6 dCi (130) XMOD Dynam Tom	C	64.2	10.3	114	24	£22395
1.2 TCE (130) XMOD Dynam Tom	F	44.1	11.4	145	20	£22305
1.6 VVT (110) Dynam TomTom	H	38.2	11.7	174	19	£19360
1.2 TCE (115) S/S Dynamique Tom	E	47.9	11.7	135	19	£20455
1.2 TCE (130) S/S Dynamique Tom	E	45.6	11.4	140	20	£20805
1.5 dCi (110) S/S Dynamique Tom	B	68.9	12.5	105	19	£21295
1.6 dCi (130) S/S Dynamique Tom	C	64.2	10.3	114	24	£22395

Auto: add £1100 to dCi (110), Limited: add £500 to Dynamique TomTom (not XMOD), Grand Scenic: add £1200 to Scenic

Captur - 4122x1778mm, EURO-NCAP N/A
DRIVER POWER POS: 9

900cc TCE (90) Expression+	C	56.5	13.0	115	9	£14195
1.5 dCi (90) Expression+	A	76.4	13.1	95	11	£15595
900cc TCE (90) Dynam Media Nav	C	56.5	13.0	115	9	£15195
1.5 dCi (90) Dynam Media Nav	A	76.4	13.1	95	12	£16595
1.2 TCE (120) EDC Dyna Media Nav	D	52.3	10.9	125	14	£17395
1.5 dCi (110) Dynam Media Nav	A	76.4	11.0	98	16	£17695

Dynamique S MediaNav: add £1500 to Dynamique MediaNav, Signature: add £2500 to Dynamique MediaNav

ROLLS-ROYCE

www.rolls-roycemotorscars.com / Brochure: 01243 384000 / Dealers: 6
Warranty: 4 years/unlimited miles

Ghost - 5399x1948mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.6 V12 auto Ghost	M	20.8	4.7	327	N/A	£220009
6.6 V12 auto Ghost Extended WB	M	20.6	4.8	329	N/A	£250297

Wraith - 5281x1947mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.6 V12 auto Wraith	M	20.2	4.4	327	N/A	£229945
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Phantom - 5609-6090x1987-1990mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.7 V12 auto Phantom	M	19.1	5.7	347	N/A	£305375
6.7 V12 auto Phantom Coupe	M	19.1	5.6	347	N/A	£331355
6.7 V12 auto Phantom DHC	M	19.1	5.6	347	N/A	£352245
6.7 V12 auto Phantom EWB	M	18.9	5.8	349	N/A	£357875

SEAT

www.seat.co.uk / Brochure: 0500 222 222 / Dealers: 128
Warranty: 3 years/60000 miles

Mil - 3540x1641mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.0 12v (60) S 3dr	B	62.8	14.4	105	1	£8195
1.0 12v (60) S A/C 3dr	B	62.8	14.4	105	1	£8705
1.0 12v (60) Ecomotive 3dr	A	68.9	14.4	96	1	£9530
1.0 12v (60) SE 3dr	B	62.8	14.4	105	1	£

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 12v (70) S A/C SC 3dr	D	52.3	13.9	125	5	£11410
1.2 TDI S A/C SC 3dr	B	72.4	13.9	102	7	£13305
1.2 TDI S Ecomotive SC 3dr	A	80.7	13.9	92	7	£13830
1.4 16v SE SC 3dr	E	47.9	11.8	139	9	£12545
1.4 16v Toca 3dr	E	47.9	11.8	139	11	£12870
1.4 16v 30 Years 3dr	E	47.9	11.8	139	12	£12870
1.2 TSI DSG SE SC 3dr	D	52.3	9.7	124	12	£14185
1.2 TDI SE Ecomotive SC 3dr	A	80.7	13.9	92	7	£14360
1.6 TDI SE SC 3dr	C	65.7	10.5	112	14	£14910
1.2 TSI 1-TECH SC 3dr	C	55.4	9.8	119	15	£13790
1.2 TSI FR SC 3dr	C	55.4	9.8	119	12	£14190
1.4 TSI ACT FR SC 3dr	B	60.1	7.8	109	12	£15495
1.6 TDI FR SC 3dr	C	65.7	10.5	112	14	£15910
2.0 TDI FR SC 3dr	D	60.1	8.2	123	22	£17085
1.4 TSI DSG Cupra SC 3dr	E	47.9	6.9	139	27	£18980

DSG: add £895 to 1.2 TSI FR, 5dr; add £500 to SC, ST; add £1210, FR Edition: add £600 to 1.4 TSI ACT FR

Toledo - 4482x1703mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

1.2 TSI (85) S	C	55.4	11.8	119	10	£14265
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) 1-TECH	C	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Ecomotive S	B	72.4	10.6	104	15	£17150
1.6 TDI (105) Ecomotive 1-TECH	B	72.4	10.6	104	15	£18870

SE Nav: add £1200 to S (not 1.2 TSI (85))

Leon - 4263x1784mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

1.2 TSI S 5dr	C	57.6	10.0	114	12	£16115
1.6 TDI S 5dr	C	74.3	10.7	99	13	£17815
1.2 TSI SE 5dr	C	57.6	10.0	114	13	£17235
1.4 TSI SE 5dr	C	54.3	8.2	119	17	£17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	£18935
1.6 TDI (110) Ecomotive SE 5dr	A	85.6	10.7	87	14	£19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR 5dr	C	54.3	8.2	119	18	£20000
1.8 TSI FR 5dr	E	47.1	7.5	139	25	£20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	26	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26	£25960
2.0 TSI (280) Cupra 5dr	F	44.1	5.8	104	26	£27510
2.0 TDI (150) X-PERIENCE SE	E	57.6	8.7	129	19	£23835
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	£28870

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI, SC 3dr; £900 less than 5dr, Leon ST: add £825

Altea - 4282x1768mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

1.6 TDI (105) Ecomotive 1-TECH	C	62.8	12.2	119	14	£19345
2.0 TDI (140) 1-TECH	D	57.6	9.7	129	19	£20145

DSG: add £870 to 1.6 TDI, Altea XL: add £720

Alhambra - 4854x1904mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

2.0 TDI (140) Ecomotive S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) 1-TECH	F	50.0	10.9	146	18	£28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420

DSG: add £1285, SE: add £1875 to S, SE Lux: add £5315 to S

SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135
Warranty: 3 years/60000 miles

Citigo - 3563x1641mm, EURO-NCAP★★★★★

DRIVER POWER POS: 2

1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8210
1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£9060
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10590
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	1	£10090
1.0 MPI (75) Elegance 3dr	A	67.3	13.2	98	2	£10695

ASG auto: add £305 to SE and Elegance (75), 5dr; add £350, GreenTech: add £360 to SE and Elegance

Fabia - 3992x1732mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

1.0 MPI (60) S	B	60.1	15.7	106	2	£10500
1.0 MPI (75) S	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Estate: add £1000 to selected models

Rapid - 4483x1706mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

1.2 (75) S	E	47.9	13.9	137	7	£13190
1.2 TSI (86) S	C	55.4	11.8	119	10	£13980
1.2 TSI (86) SE	C	55.4	11.8	119	10	£14930
1.2 TSI (105) SE	D	52.3	10.3	125	13	£15630
1.2 TSI (105) Sport	D	52.3	10.3	125	13	£15630
1.4 TSI (122) DSG SE	E	48.7	9.5	134	16	£17425
1.6 TDI (105) SE	C	64.2	10.4	114	15	£17380
1.2 TSI (105) Elegance	D	40.9	10.3	125	13	£16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	15	£18130
1.6 TDI (90) GreenLine	A	74.3	12.0	99	13	£17815

Rapid Spaceback: add £540, GreenTech: add £250 to 1.2 TSI (86), 1.4 TSI, and all 1.6 TDI SE and Elegance models

Octavia - 4659x1814mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

1.2 TSI (105) S	C	57.7	9.9	114	13	£16310
1.6 TDI (105) S	A	74.3	10.4	99	13	£18360
1.2 TSI (105) SE	C	57.7	9.9	114	18	£17660
1.4 TSI (140) SE	D	53.3	8.1	121	18	£18860
1.6 TDI (105) SE	A	74.3	10.4	99	13	£19710
2.0 TDI (150) SE	B	68.9	8.2	106	19	£20610
1.4 TSI (140) Elegance	D	53.3	8.1	121	19	£20560
1.6 TDI (105) Elegance	A	74.3	10.4	99	14	£21410
2.0 TDI (150) Elegance	B	68.9	8.2	106	20	£22310
1.8 TSI (180) Laurin & Klement	F	46.3	7.3	141	25	£26570
2.0 TDI (150) Laurin & Klement	B	68.9	8.2	106	22	£26410
1.6 TDI (110) GreenLine III	A	74.3	10.6	85	15	£20300

2.0 TDI (184) vRS	C	61.4	8.1	119	26	£24020
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£23755
2.0 TDI (180) 4x4 Scout	D	55.4	9.1	129	19	£25315
2.0 TDI (184) DSG 4x4 Scout	E	55.4	7.8	134	22	£27990

DSG: add £1250 (£1390 to vRS), Estate: add £800, SE Business: £150 less than SE (1.6 & 2.0 TDI only), Black Edition: add £275 to 1.6 TDI and 2.0 TDI Elegance models

Superb - 4833x1817mm, EURO-NCAP★★★★★

DRIVER POWER POS: 3

1.4 TSI (125) S	E	47.9	10.5	138	19	£18690
1.6 TDI (105) Eleg GreenLine III	B	67.3	12.2	109	17	£23990
2.0 TDI (105) S	C	62.8	12.1	117	17	£19890
1.6 TDI (105) S GreenLine III	B	67.3	12.2	109	17	£20200
1.6 TDI (105) SE GreenLine III	B	67.3	12.2	109	17	£21665
1.8 TSI Elegance DSG	G	40.4	8.4	162	27	£25745
1.8 TSI SE	G	41.5	8.2	158	26	£21725
2.0 TDI (140) Elegance	C	61.4	10.0	119	23	£24840
2.0 TDI (140) Laurin & Klement	C	61.4	10.0	119	24	£26830
2.0 TDI (170) Elegance	C	61.4	8.6	120	26	£25770
2.0 TDI (140) Laurin & Klement	C	61.4	8.6	120	26	£27760
2.0 TDI (140) S	C	61.4	10.0	119	22	£20490
2.0 TDI (140) SE	C	61.4	10.0	119	23	£22130
2.0 TDI (170) SE	C	61.4	8.6	120	25	£23060
3.6 V6 DSG Elegance 4x4	K	30.4	6.4	215	35	£30655
3.6 V6 DSG Laurin & Klement 4x4	K	30.4	6.4	215	35	£32645

DSG: add £1435 to 2.0 TDI, Estate: add £1125, 4x4: add £1585 to 2.0 TDI (140) Elegance and Laurin & Klement, 4x4 DSG: add £2895 to 2.0 TDI (170), Outdoor: add £2000 to 2.0 TDI (140) 4x4 or 2.0 TDI (170) DSG 4x4 estates, Outdoor Plus: add £1000

Roomster - 4214x1684mm, EURO-NCAP★★★★★

DRIVER POWER POS: 81

1.2 TSI (105) DSG S	E	50.0	11.0	134	12	£14185
1.2 TSI (86) S	E	50.0	12.6	134	9	£12750
1.2 TSI (105) SE	E	50.0	10.9	134	12	£14795
1.2 TSI (86) SE	E	50.0	12.6	134	9	£14130
1.2 12v (69) S	F	46.0	15.9	143	5	£12105
1.2 TDI (75) GreenLine II	B	67.0	15.4	109	9	£16325
1.6 TDI (105) SE	D	60.0	11.5	124	13	£15640
1.6 TDI (90) SE	D	60.0	13.3	124	11	£15415

Scout: add £660 to 1.2 TSI and 1.6 TDI SE

Yeti - 4223x1793mm, EURO-NCAP★★★★★

DRIVER POWER POS: 1

1.2 TSI (105) S	F	46.3	11.4	142	13	£16715
1.6 TDI (105) GreenLine II S	C	61.4	12.1	119	14	£18205
2.0 TDI (110) S	E	55.4	11.6	134	14	£18055
1.2 TSI (105) SE	F	46.3	11.4	142	14	£18225
1.6 TDI (105) GreenLine II SE	C	61.4	12.1	119	14	£19715
2.0 TDI (110) SE	E	55.4	11.6	134	14	£19655
1.2 TSI (105) Elegance	F	46.3	11.4	142	14	£20050
1.6 TDI (105) GreenLine II Elegance	C	61.4	12.1	119	14	£21475
2.0 TDI (110) Elegance	E	55.4	11.6	134	14	£21390
2.0 TDI (140) Outdoor SE 4x4	G	48.7	9.9	152	18	£22030
2.0 TDI (140) Outdoor Elegance 4x4	G	48.7	9.9	152	19	£23965
2.0 TDI (170) Outdoor Elegance 4x4	F	49.6	8.4	149	22	£24640
1.8 TSI (160) Outdoor L&K 4x4	I	36.2	8.4	184	22	£25610
2.0 TDI (140) DSG Outdr L&K 4x4	G	44.8	10.2	164	19	£27165
2.0 TDI (170) Outdoor L&K 4x4	F	49.6	8.4	149	22	£26740

DSG: add £1100 to 1.2 TSI, Yeti Outdoor: same price as standard car, 4x4: add £1640 to 2.0 TDI (110) Outdoor S and Outdoor SE

SMART

www.thsmart.co.uk / Brochure: 0808 000 8080 / Dealers: 48
Warranty: 3 years/unlimited miles

fortwo - 2695x1663mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

1.0 (71) passion	A	68.9	14.4	93	3	£11125
1.0 (71) prime	A	68.9	14.4	93	3	£11820
1.0 (71) edition #1	A	68.9	14.4	93	3	£13225
0.9T (90) passion	A	67.3	10.4	97	8	£11720
0.9T (90) prime	A	67.3	10.4	97	8	£12415
0.9T (90) edition #1	A	67.3	10.4	97	9	£13820

proxy: same price as prime

forfour - 3495x1665mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
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Adam - 3698x1720mm, EURO-NCAP★★★★★ DRIVER POWER POS: 23

1.2 VVT Jam	D	53.3	14.9	124	3	£11455
1.4 VVT (87) Jam	D	53.3	12.5	125	6	£11780
1.4 VVT (100) Jam	D	53.3	11.5	125	8	£12305
1.0T (115) Jam	C	57.6	9.9	114	10	£13455
1.2 VVT Rocks	D	53.3	14.9	124	10	£13995
1.4 VVT (87) Rocks	D	53.3	12.5	125	10	£14320
1.0T (115) Rocks	C	55.4	9.9	119	10	£15995
1.4T (150) Grand Slam	E	47.9	8.5	139	15	£16995

Start/Stop: add £295 to 1.2 VVT, 1.4 VVT (100), Glam: add £1395, Slam: add £1895, Adam Rocks Air: add £1000 to Adam Rocks

Corsa - 4021x1736-1746mm, EURO-NCAP★★★★★ DRIVER POWER POS: 17

1.2i (70) Life 3dr	D	52.3	16.0	126	2	£10900
1.4i (90) Life 3dr	D	54.3	13.2	121	6	£11245
1.3 CDTi (75) S/e ecoFLEX Life 3dr	A	74.3	14.8	100	6	£13150
1.2i (70) Sting 3dr	D	52.3	16.0	124	2	£8995
1.4i (90) ecoFLEX Sting 3dr	C	55.4	13.2	119	6	£9340
1.0T (115) S/e ecoFLEX Sting 3dr	C	57.6	10.3	114	11	£10825
1.0T (115) S/e ecoFLEX Sting R 3dr	C	57.6	10.3	114	11	£10995
1.2i (70) Excite 3dr	D	53.3	16.0	124	3	£11965
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	6	£12310
1.0T (115) S/e ecoFLEX Excite 3dr	C	57.6	10.3	114	11	£14005
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13095
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0T (115) S/e ecoFLEX LTD Ed 3dr	C	57.6	10.3	115	13	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£10900
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11245
1.0T (90) S/e ecoFLEX Design 3dr	B	57.6	11.9	102	9	£12730
1.3 CDTi (75) S/e ecoFLEX Design 3dr	A	74.3	14.8	100	6	£13150
1.3 CDTi (95) S/e ecoFLEX Design 3dr	A	85.6	11.9	87	9	£13650
1.2i (70) SRI 3dr	D	53.3	16.0	124	3	£11595
1.4i (90) SRI 3dr	D	55.4	13.2	119	6	£11940
1.0T (90) S/e ecoFLEX SRI 3dr	A	57.6	11.9	100	9	£13425
1.4T (100) S/e ecoFLEX SRI 3dr	C	55.4	11.0	119	10	£12595
1.3 CDTi (75) S/e ecoFLEX SRI 3dr	A	76.3	14.8	99	6	£13845
1.3 CDTi (95) S/e ecoFLEX SRI 3dr	A	88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	3	£12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0T (90) S/e ecoFLEX SE 3dr	A	57.6	11.9	100	9	£14070
1.4T (100) S/e ecoFLEX SE 3dr	C	55.4	11.0	119	10	£13240
1.3 CDTi (75) S/e ecoFLEX SE 3dr	A	76.3	14.8	99	7	£14490
1.3 CDTi (95) S/e ecoFLEX SE 3dr	A	88.3	11.9	85	9	£14990

Auto: add £655 to 1.4i (90) (not Life, Sting, Limited Edition), Sdr: add £600 (not Sting R), SRI VX-Line: add £1035 to SRI

Astra - 4290-4419x1753-1814mm, EURO-NCAP★★★★★ DRIVER POWER POS: N/A

1.4 VVT (100) Expression	D	51.0	14.0	129	9	£12995
1.4 VVT (100) Design	D	51.0	12.9	129	9	£15250
1.6 VVT (115) Design	F	45.0	10.9	147	12	£16060
1.3 CDTi (95) ecoFLEX S/S Design	B	72.0	13.8	104	12	£16835
1.6 CDTi (110) ecoFLEX Design	A	63.0	11.8	94	15	£17735
1.6 CDTi (136) ecoFLEX Design	B	63.0	10.7	104	18	£18330
1.4 VVT (100) Excite	D	51.0	12.9	129	9	£17755
1.6 VVT (115) Excite	F	45.0	10.9	147	12	£18565
1.7 CDTi (110) e/FLEX S/S Excite	A	63.0	11.8	99	15	£19845
1.7 CDTi (163) Tech Line	C	63.0	8.5	119	10	£19995
1.4 VVT (100) SRI	D	51.0	12.9	129	9	£18735
1.6 VVT (115) SRI	F	46.0	10.9	146	12	£19545
1.4T (140) SRI	E	48.0	9.0	138	17	£20205
1.6T (180) SRI	G	42.0	7.9	159	12	£20810
1.6 CDTi (110) ecoFLEX SRI	A	63.0	11.8	94	15	£21740
1.6 CDTi (136) ecoFLEX SRI	B	63.0	10.7	104	18	£22335
1.7 CDTi (110) S/S 99g SRI	A	76.0	11.8	99	15	£21245
1.7 CDTi (165) SRI	C	63.0	8.5	119	10	£22825
2.0 CDTi (195) S/S Biturbo	D	53.3	7.8	134	26	£24205

Auto: add £1020 to 2.0 CDTi (130), £1320 to 1.6 VVT, Sports Tourer: add £670-£1145, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRI (selected models)

Ampere - 4598x1787mm, EURO-NCAP★★★★★ DRIVER POWER POS: N/A

1.4 auto Positiv	A	235.4	9.0	27	20	£28750
1.4 auto Electron	A	235.4	9.0	27	21	£30495

Insignia - 4842x1856mm, EURO-NCAP★★★★★ DRIVER POWER POS: N/A

1.8 VVT (140) Design Sdr	G	40.4	11.5	164	14	£16147
1.4T (140) S/S Design Sdr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) S/S Design Sdr	A	76.3	11.9	99	15	£18944
2.0 CDTi (130) Design	C	62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design Sdr	A	76.3	10.5	99	18	£19194
2.0 CDTi (163) ecoFLEX Design	C	65.7	9.5	114	20	£19554
1.8 VVT (140) SRI Sdr	G	40.4	11.5	164	14	£18279
1.4T (140) S/S SRI Sdr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/S SRI Sdr	A	76.3	11.9	99	15	£20744
2.0 CDTi (130) SRI Sdr	C	62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX SRI Sdr	A	76.3	10.5	99	19	£20594
2.0 CDTi (163) ecoFLEX SRI Sdr	C	65.7	9.5	114	20	£21354
2.0 BiCDTi (195) S/S SRI Sdr	D	60.1	8.7	125	24	£24814
2.0T (250) S/S SRI VX-Line Sdr	H	39.2	7.5	169	26	£22449
1.4T (140) S/S Elite Sdr	J	60.1	8.7	186	15	£21574
1.6T (170) S/S Elite Sdr	E	47.9	9.2	139	20	£22964
2.0T (250) S/S Elite Sdr	H	39.2	7.5	169	26	£23609
2.0 CDTi (120) S/S Elite Sdr	A	76.3	11.9	99	16	£23124
2.0 CDTi (140) ecoFLEX Elite Sdr	A	76.3	10.5	99	19	£23774
2.0 CDTi (163) ecoFLEX Elite Sdr	C	65.7	9.5	114	20	£23734
2.0 BiTurbo (195) S/S aut Elite Sdr	D	60.1	8.7	125	24	£27379
2.8 V6T VXR SuperSport Sdr	L	27.0	5.6	249	37	£29769

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as Sdr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VX-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI

Insignia Country T'r - 4913x1856mm, EURO-NCAP★★★★★ DRIVER POWER POS: 82

2.0 CDTi (163) ecoFLEX	C	62.8	9.5	119	14	£24209
2.0 CDTi (163) ecoFLEX 4x4	F	50.4	10.9	147	12	£25354
2.0 BiTurbo (195) 4x4 auto	H	42.8	9.9	174	16	£29714

Auto: add £1660 to 2.0 CDTi

Meriva - 4288x1812mm, EURO-NCAP★★★★★ DRIVER POWER POS: 82

1.4 VVT (100) Expression	E	46.3	13.9	140	8	£12625
1.4 VVT (100) S	E	46.3	13.9	140	8	£16420
1.4T VVT (120) S	E	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	F	57.6	16.9	129	6	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£19000
1.7 CDTi (110) auto S	G	46.3	12.9	160	12	£20340
1.6 CDTi (136) S	E	64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	7	£13995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	5	£15610
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	8	£18445

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
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1.4T VVT (120) SE (a/c)	E	47.9	11.5	139	14	£19175
1.4T VVT (140) SE (a/c)	G	44.2	10.3	151	14	£20005
1.7 CDTi (110) auto SE (a/c)	G	46.3	12.9	160	12	£22360
1.6 CDTi (136) SE (a/c)	C	64.2	9.9	116	16	£21370

Auto: add £1420 to 1.4T (120) Exclusiv, SE, Exclusiv: add £670 to S

Zafira Tourer - 4658x1884mm, EURO-NCAP★★★★★ DRIVER POWER POS: N/A

1.4T (140) S/S Exclusiv	F	45.0	9.9	148	14	£22680
1.4T (140) S/S SE	F	45.0	9.9	148	15	£24020
1.8 VVT (140) ES	H	39.0	10.9	169	14	£21375
1.8 VVT (140) Exclusiv	H	39.0	10.9	169	14	£22375
1.6 CDTi (136) Exclusiv	B	54.0	11.5	109	11	£25400
2.0 CDTi (110) ES	E	54.0	11.5	137	11	£22630
2.0 CDTi (130) ecoFLEX S/S ES	C	63.0	10.6	119	15	£23300
2.0 CDTi (130) ecoFLEX S/S Exclusiv	C	63.0	10.6	119	15	£24300
2.0 CDTi (165) S/S Exclusiv	E	54.0	9.1	137	19	£24695
2.0 CDTi (165) ecoFLEX S/S SE	C	63.0	10.6	119	15	£25475
2.0 CDTi (165) S/S SE	E	54.0	9.1	137	19	£26090
2.0 CDTi (195) S/S Biturbo SE	E	50.4	8.5	149	21	£27740

Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRI: £45 less than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1500 to SE

Mokka - 4280x1777mm, EURO-NCAP N/A DRIVER POWER POS: 29

1.6 16v (115) S/S Exclusiv	G	43.5	12.2	153	6	£18064
1.4T (140) S/S Exclusiv	E	47.1	9.6	139	12	£18724
1.7 CDTi (130) S/S Exclusiv	D	60.1	9.6	124	13	£19749

Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv

Antara - 4596x1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	25	£23450
2.2 CDTi (163) Exclusiv FWD	H	45.0	9.9	167	25	£21030
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	28	£26325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£27385
2.4 (167) Exclusiv FWD	K	32.0	10.5	206	20	£19800

Auto: add £1185, Diamond: add £800 to Exclusiv diesels

GTC - 4465x1840mm, EURO-NCAP★★★★★ DRIVER POWER POS: N/A

1.4T (120) S/S Sport	E	48.0	10.9	139	13	£18995
1.4T (140) S/S Sport	E	48.0	9.9	139	16	£19885
1.6T (200) Sport	H	39.0	8.3	154	25	£21250
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	13	£20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	13	£21450
2.0 CDTi (165) S/S Sport	D	59.0	8.9	127	20	£21955
2.0 CDTi (195) S/S Biturbo	D	53.3	7.8	129	27	£24175
2.0T (280) VXR	J	34.9	5.9	189	35	£22720

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

Cascada - 4696x1839mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.4T (140) S/S SE	F	44.8	10.2	148	20	£23995
1.6T (170) auto SE	H	39.2	9.2	168	24	£27095
2.0 CDTi (165) S/S SE	E	54.3	9.6	138	23	£26080
2.0 CDTi (165) auto SE	E	45.6	9.6	163	23	£27600
2.0 CDTi Biturbo (195) S/S Elite	E	54.3	8.9	139	27	£29665

Auto: add Elite spec: add £2100 to SE

VXR6 - 4941x1781mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 GTS	M	18.5	4.2	363	50	£54499
6.2 V8 GTS auto	M	18.0	4.2	373	50	£56224



King (inset) and Lynn have high hopes for the season ahead



Brit F1 hopefuls get revved up



Stephen Errity

Stephen_Errity@dennis.co.uk

■ Alex Lynn and Jordan King face GP2 season opener in Bahrain ■ Max Chilton in action Stateside

AE BRITAIN'S latest Formula One hopefuls are springing into action around the globe this weekend as the major single-seater series get their 2015 championship seasons underway.

Bahrain in the Middle East is the venue for the opening round of the F1-supporting GP2 Series – the traditional penultimate step on the ladder for drivers heading to the top.

Mercedes team-mates Nico Rosberg and Lewis Hamilton won this championship in 2005 and 2006 respectively, while other recent title holders include Lotus' Romain Grosjean (2011) and Pastor Maldonado (2010), plus Force India's Nico Hulkenberg (2009).

For 2015, Brits Alex Lynn and Jordan King are driving with the DAMS and Racing Engineering teams respectively. Both already have links with F1 teams: Lynn is a development driver for Williams and King's father Justin is part of the management of the restructured Manor squad.

King set the pace on the first day of the GP2 test in Bahrain last month, saying afterwards: "It was very positive, firstly because I'd never been there before and secondly because GP2

doesn't have a lot of time before qualifying, so to be able to come to a new circuit and go quickly straight away was quite encouraging."

Lynn is also confident. "My aim is to fight for the championship," he said when his deal was announced. "It's a long time since anybody won GP2 in their first year, but if we can get a solid start there's no reason why we shouldn't be able to fight for wins straight away."

There's also British interest in Indy Lights – feeder championship for the US IndyCar Series – which has its second round this weekend on the Long Beach street circuit in California.

Ex-F1 driver Max Chilton has made the move across the Atlantic with experienced British squad Carlin Racing, while 2012 British F3 champion Jack Harvey has secured a seat with the Schmidt Petersen Motorsports team.

"The major single-seater series get their championship seasons underway this week"



WTCC takes to Moroccan streets

THE second round of the World Touring Car Championship takes place this weekend on the Marrakech street circuit in Morocco. Following the season opener in Argentina, Citroen is again the car to beat: reigning champion Jose Maria Lopez tops the standings ahead of team-mate Sebastien Loeb (above).

Tom Chilton is the highest-placed Brit, currently ninth in the table in his ROAL Motorsport Chevrolet Cruze, while James Thompson and Rob Huff will also be in action for Lada. Coverage is on Eurosport from 4pm on Sunday.

Peugeot back for more RX

PEUGEOT will once again tackle the World Rallycross Championship in 2015 with a 208 prepared by Hansen Motorsport.

Following five podium finishes and a win in 2014, the French brand has set its sights higher for this season, bringing in a range of improvements to its supermini challenger.

Peugeot Sport director Bruno Famin said: "Last year's car was derived directly from the 208 T16 rally car. This time, we used the winter

break to take it closer to the limits authorised by the regulations and we believe the result is a significant step forward in performance. The aim is to win individual races and also be in contention for the teams' and drivers' titles."

The pair of rallycross 208s will be driven by the 22-year-old Swede Timmy Hansen and 28-year-old Frenchman Davy Jeanney.

The series is scheduled to visit Kent's Lydden Hill rallycross circuit on 22-24 May.

LION KINGS

Davy Jeanney and Timmy Hansen will take wheel of rallycross 208 in this year's championship





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AE DIETER Zetsche suffered an upsetting incident in 1966. Aged just 13, he watched Geoff Hurst score a hat-trick in the football World Cup for England to snatch the Jules Rimet trophy from Germany's grasp.

Fifty years on, he's finally got around to exacting revenge, by scoring an equally controversial World Car hat-trick that allowed the Germans to take the World Performance Car, World Luxury Car and the coveted World Car of the Year (WCOTY) trophies from England and, er, all other vehicle-producing countries.

By picking up this trio of gongs for his AMG GT, S-Class Coupé and C-Class, the Mercedes chairman, his company, product range and country have effectively risen to the top of the global automotive tree in 2015. I know – the truth hurts.

Rival premium car makers and wannabe firms are furious. Some CEOs, corporations and countries are already taking decisive action to knock Mercedes off its perch this time next year. Others moan that the victorious AMG GT and S-Class Coupé are circa £100,000 apiece, and therefore irrelevant to real-world motorists.

Japan hints that it's bouncing back with impressive models such as the all-new and very affordable Mazda MX-5, which is preparing to hit UK showrooms and assume its position as clear favourite to win WCOTY next April. The Koreans are also on a roll, but they're still a long way from building the most desirable/best-value cars in the class, aren't they?

Closer to home, can Brit-based manufacturers really beat the Germans at their own premium/luxury game? And during the next decade, might an underdog such as China or India do the unthinkable by hitting the spot with a quirky little car that's desperately cheap to build, buy and run?

The jury is well and truly out on the identities of WCA and WCOTY champions of the future, but what's clear is that the VW Group was the undisputed champ between 2005 and 2015, when it secured trophies for its up!, Polo, two generations of the Golf, plus A3 and A6 Audis.

Over the same decade, BMW picked up one WCOTY gong (3 Series), as did Mercedes (C-Class), Lexus (LS 460), Mazda (MX-5) and Nissan (Leaf).

Put another way, Germany and, to a lesser extent, Japan have made the best of the best cars on the planet over the past decade or so. Haven't they?



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

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